This is a digital copy of a book that was preserved for generations on library shelves before it was carefully scanned by Google as part of a project to make the world's books discoverable online.

It has survived long enough for the copyright to expire and the book to enter the public domain. A public domain book is one that was never subject to copyright or whose legal copyright term has expired. Whether a book is in the public domain may vary country to country. Public domain books are our gateways to the past, representing a wealth of history, culture and knowledge that's often difficult to discover.

Marks, notations and other marginalia present in the original volume will appear in this file - a reminder of this book's long journey from the publisher to a library and finally to you.

Usage guidelines

Google is proud to partner with libraries to digitize public domain materials and make them widely accessible. Public domain books belong to the public and we are merely their custodians. Nevertheless, this work is expensive, so in order to keep providing this resource, we have taken steps to prevent abuse by commercial parties, including placing technical restrictions on automated querying.

We also ask that you:

+ *Make non-commercial use of the files* We designed Google Book Search for use by individuals, and we request that you use these files for personal, non-commercial purposes.

+ *Refrain from automated querying* Do not send automated queries of any sort to Google's system: If you are conducting research on machine translation, optical character recognition or other areas where access to a large amount of text is helpful, please contact us. We encourage the use of public domain materials for these purposes and may be able to help.

+ *Maintain attribution* The Google "watermark" you see on each file is essential for informing people about this project and helping them find additional materials through Google Book Search. Please do not remove it.

+ *Keep it legal* Whatever your use, remember that you are responsible for ensuring that what you are doing is legal. Do not assume that just because we believe a book is in the public domain for users in the United States, that the work is also in the public domain for users in other countries. Whether a book is still in copyright varies from country to country, and we can't offer guidance on whether any specific use of any specific book is allowed. Please do not assume that a book's appearance in Google Book Search means it can be used in any manner anywhere in the world. Copyright infringement liability can be quite severe.

About Google Book Search

Google's mission is to organize the world's information and to make it universally accessible and useful. Google Book Search helps readers discover the world's books while helping authors and publishers reach new audiences. You can search through the full text of this book on the web at `http://books.google.com/`

US 37051.5

GIFT OF

C. E. PARKINS MEMORIAL

HARVARD COLLEGE LIBRARY

MICHIGAN AS A STATE

FROM THE CLOSE OF THE CIVIL WAR TO THE END OF THE NINETEENTH CENTURY

BY

HENRY M. UTLEY

MICHIGAN

As a Province, Territory and State, the Twenty-Sixth Member of the Federal Union

BY

HENRY M. UTLEY BYRON M. CUTCHEON

Advisory Editor

CLARENCE M. BURTON

VOLUME FOUR

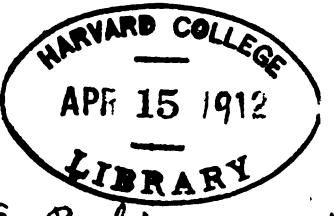
Si quæris peninsulam amœnam circumspice

The Publishing Society of Michigan

1906

US 27051.5

Printed at AMERICANA PRESS
for The Publishing Society of Michigan



C. E. Perkins memorial

Copyright, 1906, by FRANK R. HOLMES
All Rights Reserved

PUBLICATION OFFICE
36 EAST 23D STREET
NEW YORK, N. Y., U. S. A.

1918
38.2

PREFACE.

THE period covered by this volume has not before been traversed by any writer. Therefore, only original sources of information have been available. These have been found mainly in the official publications of the State. The Journals of the several legislative sessions, and the Acts of the legislature, have been carefully scanned. The reports of the numerous departments of the State government from year to year have furnished the facts considered of sufficient importance to justify placing them in this record. There have also been some miscellaneous publications by the State, such as those relating to the Centennial Exposition at Philadelphia, the World's Columbian Exposition at Chicago, the dedication of the New Capitol, the celebration of the Semi-Centennial anniversary of the admission of Michigan into the Union, etc., which have been drawn upon freely.

There has been a further fruitful source of information of men and events woven into the history of the time in the columns of the newspapers. In drawing upon these it was necessary to be upon watchful guard to make a clear distinction between facts and opinions. The latter are often prejudiced, or at least colored to suit the exigencies of the editorial policy of a particular newspaper. So, upon any controverted question, absolute fairness demanded that more than one newspaper should be consulted before deciding what is fact, in a mixed case.

It is not entirely a simple matter to write of one's contemporaries in a judicial tone. However one may seek to free his own mind of personal views, there is lacking that perspective which puts things in their true relation. In this case it has been thought best to adhere pretty

strictly to a narrative of facts and omit altogether discussion of men and measures, except as they are too obvious and well established to wholly ignore.

The main purpose has been to set down in chronological order the events which transpired in the Peninsular State during the closing third of the Nineteenth Century. To this has been added a summary, showing the marvelous growth and development during the same period of all those interests which go to make up a vigorous and prosperous Commonwealth. No resident of the State has cause to feel ashamed of the record or the standing of the public institutions or private enterprises.

The State has been singularly blessed with able and upright men in conspicuous positions. Graft and greed are notable by their absence. The instances of anything at all derogatory in public life have been few and insignificant. Nevertheless, such as there were have been set down. On the other hand, the real leaders and men of affairs have been inspired with the highest ideals, and have put the State in the lead in all educational, charitable, and humane endeavors.

HENRY M. UTLEY.

SYNOPSIS OF CHAPTERS

CHAPTER I

CONSTITUTIONAL CONVENTION OF 1867.....27-40

Provision for calling Conventions at intervals of Sixteen Years—Assembling of the Convention—Notable Membership—Arduous work of Revision—Earnestness and Industry of the Members—The mooted Questions—Defeat of the Instrument before the People—The Rocks which wrecked it—Unreconciled Bigots—Partisan Politics still Powerful—The old Constitution thought good enough.

CHAPTER II

ADMINISTRATION OF GOVERNOR CRAPO.....41-58

Sketch of Governor Crapo—His Business and Financial Interests—His Wise Counsel to the Legislature—"Pay as You Go"—Measures to Induce Immigration—Swamp Lands and Road Building—Beginnings of the Agricultural College—General A. S. Williams and His Service to the Country—First Street Railways—Era of Railroad Building—Municipal Aid—Governor Crapo's Veto—Supreme Court Settles the Constitutional Question—Railroad Aid Bonds and their Repudiation.

CHAPTER III

ADMINISTRATION OF GOVERNOR BALDWIN 59-73

Geological Survey of the State—It is entered upon in Earnest—Mineral Resources of the Upper Peninsula—Penal and Charitable Institutions of the State—Interest of Governor Baldwin in them—State Public School—Board of Charities and Corrections—Impeachment of Charles A. Edmonds—His Trial and Acquittal—Other Events of the Administration.

CHAPTER IV

DISASTROUS FOREST FIRES 75-85

Conditions which tempted Conflagration—The Chicago Fire—Greatest Calamity of the Time—Beginning of the trouble in Michigan—Flames Sweep Entirely across the State—

Enormous Destruction of Life and Property—Harrowing and Distressing Scenes—Relief organized for the Homeless —Generous Contributions—The Calamity makes a Second Visitation—Lack of Prudence—A Staggering Blow to the Pioneer Homesteaders.

CHAPTER V

NEW STATE CAPITOL 87-95

Location of the Seat of Government at Lansing—The Old Capitol Building—Necessity for Improved Quarters in which to carry on Public Business—Danger of Loss of Valuable Documents by Fire—Movement started for a New Building—Necessary Legislation Passed—A Building Commission appointed—Plans approved—Successful completion of the Work—Something left of the Appropriation—An unheard of Incident—New Building is Dedicated with great Rejoicing—A Dignified and Stately Structure—Creditable to the State.

CHAPTER VI

NATIONAL CENTENNIAL 97-110

One Hundredth Anniversary of the Declaration of Independence—How it was observed in Michigan—Fourth of July Celebrations—Philadelphia Exposition—Part taken by the State Therein—Official Representation—Numerous and Interesting Exhibits—Arbor Day—Governor Bagley and his Course in Public Affairs—State Board of Health—State Railroad Commissioner—State Banking Law—Commissioner of Insurance—A Business Administration—Personal Popularity of Governor Bagley.

CHAPTER VII

ZACHARIAH CHANDLER 111-125

His Prominence as a Political Figure in the Country—His position on a Great Public Question—Childhood and Youth in New England—Removal to Detroit—Early Business Experience—Enters Actively into Politics—Elected Mayor—Whig Candidate for Governor—He Enters the United States Senate—His Confreres there—He takes side with the Radical Anti-Slavery Element—His Influence in Sustaining

Lincoln in the War—His Defeat for a Fourth Senatorial Term—He Becomes a member of Grant's Cabinet—Strong Advocate for Honest Money—His Course in the Presidential Campaign of 1876—The Electoral Contest—He Returns to the Senate—Memorable Attack upon Jefferson Davis.

CHAPTER VIII

THE GREENBACK CRAZE SETS IN.....127-145

Origin of the Greenback—Its Successful Service in a Time of Stress—Movement to retire it—Resumption of Specie Payments—A Political Party Organized on the Money Question—What the Greenbackers wanted to Do—Source of their strength—The Liquor Question—Prohibition or Taxation—Charles M. Croswell as Governor—Douglas-Rose Disturbance in the University—A long drawn-out Controversy—Industrial School for Girls—Building and Loan Associations—Detroit's Park and Boulevard System—The Crouch Tragedy—A notable Crime.

CHAPTER IX

THE OPPOSITION TICKET WINS 147-161

Campaign of 1882—The Ruralist and His Prejudices—Governor Begole and His Political Status—The Opposition Fuses—Defeat of Judge Cooley—Long Contest over the Senatorship—Thomas W. Palmer Wins—Cumulative Voting in Stock Corporations—Gen. Alger Defeats Governor Begole for a Second Term—Portage Lake and Lake Superior Ship Canal—Board of Pardons created—New Postoffice at Detroit.

CHAPTER X

MICHIGAN'S SEMI-CENTENNIAL 163-176

Observance of the Fiftieth Anniversary of the Admission of Michigan as a State—An Elaborate Celebration at the Capitol—Distinguished Citizens upon the Program—Cyrus G. Luce becomes Governor—"Graveyard Insurance"—Impeachment and Expulsion of Representative Dakin—Woman Suffrage not Popular—Railroad Bonuses again—Reduction of Fares—Gettysburg Monuments—Standard Time—Salary of the Governor increased.

CHAPTER XI

DEMOCRATS IN THE SADDLE 177-188

A Political Revolution—Democratic State Ticket elected Throughout—Governor Winans comes out strong for Railroad Taxation—Caucus Reform brought to the Front—Australian Ballot Secured—New Provisions for Presidential Electors—A Superfluity of State Boards—A Black Sheep in the Democratic Flock—Old Special Charter Railroads—Michigan Honored with a Representative on the United States Supreme Bench.

CHAPTER XII

WORLD'S COLUMBIAN EXPOSITION 189-205

Organization of the World's Columbian Exposition Commission—Plan of the Enterprise—Government takes an active Interest in it—Chicago Selected as the Site—Thomas W. Palmer chosen President—Michigan well Represented—Board of Management for the State—Leading Exhibits—State at the Front in all of Them—Lumber and Mining Interests Prominent—Michigan Building—Large number of Visitors from the State—Educational Exhibits—Part Taken by Women.

CHAPTER XIII

FINANCIAL DISTRESS 207-221

Panic of 1893—Supposed Causes of the Financial Stringency—Its effect in Various Cities of the State—How the Matter was Handled by the Banking Department of Michigan—Clearing House Certificates allay Excitement and Tide over lack of Ready Funds—John T. Rich elected Governor—He makes Wholesale Removals of State Officers for Cause—Juggling with Returns of Votes—Michigan honored by President Cleveland—Important Appointments made by Him—Municipal Charter tinkering.

CHAPTER XIV

THE PINGREE REGIME 223-236

Hazen S. Pingree makes his first Public Appearance—He Becomes Mayor of Detroit—A Street Car Strike and its Result—He Casts in his Political Fortunes with the Labor

Element as against the Capitalists—It Brings Him Votes beyond all Expectations—His Efforts to bring the Detroit Street Railways to Terms—Practical method for helping the Poor to Help Themselves—Taxation of Corporations his Hobby—Incidentally he pushed forward Primary Election Reform—His *Bete Noir* is the State Senate.

CHAPTER XV

THE WAR WITH SPAIN 237-252

Ex-Governor Alger as Secretary of War—His Great Achievement in organizing an Army and putting it into the Field—A Remarkable Display of quick and effective Action—Cruel Criticisms of Him by Personal and Political Enemies—Part taken by Michigan in the Conflict—Michigan Naval Brigade—Yosemite and its Service—Michigan Regiments and their Service—Military Scandal at Lansing—Governor Pingree never wavers in his Fight for *Ad Valorem* Taxation of Railroads—His Persistency finally Rewarded.

CHAPTER XVI

FOREIGN ELEMENT OF THE POPULATION 253-270

Cosmopolitan character of the Population—Original Setlers—Representatives from the British Isles and Canada—Strong German Element—Unique Dutch Colony—Large Numbers come over from Finland—Poland Emigrants very Numerous—Their Religious and Educational Institutions—Scandinavians and Cornishmen—Foreign Element does much for the State.

CHAPTER XVII

INDUSTRIAL AND COMMERCIAL MICHIGAN 271-287

The Backbone of Michigan Industry—Importance of the Farm—The Sugar Beet—Timber Wealth of the State—Production of Lumber—Reforestation attracts Attention—Making of Furniture—Agricultural Implements of great Importance—Stove making an extensive Industry—Vehicles hold a Conspicuous place in the Line—A great Variety of Industries characteristic of the State—Mercantile Trade.

CHAPTER XVIII

MINERAL RESOURCES 289-305

Early Knowledge of Lake Superior Copper—Crude attempts at Mining—Later Developments—Iron Ore—Marvelous Richness of the Mines—Extent of their Development—Lake Superior Iron District—Coal Mining—An Important Industry—Salt Production—Beginnings of Salt Mining—Portland Cement—Astonishing rapidity of its Production—Gypsum Deposits in Michigan—Their Development—Clay—Sandstone—Slate—Graphite.

CHAPTER XIX

TRANSPORTATION 307-324

Importance to a Community—Earliest Efforts to Improve it—Comprehensive Plan of Internal Improvements—Beginnings of Railroad Building—State Ownership Unsatisfactory—Glad to Unload—Grants of Public Lands to aid Railroad Building—Rapid Development—State well supplied with Roads—Progress of Maritime Transportation—Marvelous Growth in capacity of Ships—Ship Building on the Great Lakes—Car Building.

CHAPTER XX

EDUCATIONAL PROGRESS 325-344

Wise Beginnings of the Educational System—Its Development along the Lines first laid down—Growth of the Common Schools—Their Improvement in the Qualifications of Teachers—Standard constantly Rising—County High Schools—Higher Institutions—State University and its Place among the Colleges of the Country—Agricultural College Holds first Rank—Denominational Colleges—Numerous Business and Professional Schools.

APPENDIX

INDEX

ILLUSTRATIONS

State Capitol—Lansing ..... Frontispiece
Solomon L. Withey ..... Facing p. 30
Henry H. Crapo ..... Facing p. 44
Alpheus S. Williams ..... Facing p. 50
Henry P. Baldwin ..... Facing p. 62
View of Detroit in 1873 ..... Facing p. 80
Governor and Ex-Governors, Lansing ..... Facing p. 94
John J. Bagley ..... Facing p. 102
Omar D. Conger ..... Facing p. 108
Zachariah Chandler ..... Facing p. 114
Isaac P. Christiancy ..... Facing p. 124
Thomas M. Cooley ..... Facing p. 132
Josiah W. Begole ..... Facing p. 152
James McMillan ..... Facing p. 168
James V. Campbell ..... Facing p. 170
Thomas W. Ferry ..... Facing p. 196
Hazen S. Pingree ..... Facing p. 226
Calumet and Hecla Smelting Works ..... Facing p. 292
Houghton and Portage Lake ..... Facing p. 292
Unveiling the Pingree Statue Detroit, May 30, 1904.... Facing p. 332

CHAPTER I

The Constitutional Convention of 1867

SECTION 2 of Article XX of the Constitution of 1850 provided that at the general election to be held in the year 1866, and in each sixteenth year thereafter, and also at such other times as the legislature may by law provide, the question of a general revision of the constitution shall be submitted to the electors qualified to vote for members of the legislature; and in case a majority of the electors so qualified, voting at such election, shall decide in favor of a convention for such purpose, the legislature at the next session, shall provide by law for the election of delegates to such convention. In his inaugural message to the legislature of 1865 Governor Henry H. Crapo called attention to this provision and recommended that the necessary steps be taken to carry it into effect. Immediately after the opening of the legislative session Senator C. M. Croswell presented a joint resolution, which passed and was approved February 2, 1865, providing the detailed method of submitting the question to the electors. This required that the votes for and against the proposition should be canvassed and certified in the same manner as the votes for governor and lieutenant-governor, that the secretary of state should report the result to the legislature at its next session, and in case the decision was in favor of such revision, the legislature should provide by law for the election of delegates, prescribe their number and the time and place of holding the convention. Soon after the opening of the legislature of 1867 the secretary of state reported that on the question of revision of the constitution submitted to the electors at the general election held November 6, 1866, 108,138 votes were cast, of which 79, 505 were in favor of such revision and 28,623 were against it. Thereupon the legislature

passed an act to carry into effect the will of the majority. It provided that at the general election to be held on the first Monday of April, 1867, there should be elected in each county as many persons as delegates to a constitutional convention as said county had representatives in the legislature. The delegates so chosen were to assemble at the capitol at Lansing on the third Wednesday of May, 1867, at 11 o'clock in the forenoon. The Secretary of State was directed to attend the opening session with a list of delegates to whom he was required to administer the oath of office. The convention was authorized to choose its own presiding officer, and to appoint such secretaries, reporters, and other subordinate officers as its convenience might require. The revised constitution was to be submitted to the people for adoption or rejection at such time and in such manner as the convention should direct.

This act was approved March 11, 1867, and at the election on the succeeding first Monday of April delegates were duly elected to the convention, in compliance with its provisions. These delegates assembled, in accordance with the provisions of the law, in the capitol at Lansing on Wednesday, May 15, 1867, and were called to order by the Secretary of State, who called the roll and administered the oath of office. Thereupon Charles M. Croswell of Lenawee, was elected president, and Thomas H. Glenn of Berrien, then secretary of the senate, was chosen secretary. Among the delegates to this convention were several whose names have honorable place in the history of the state. Charles M. Croswell, Cyrus G. Luce and Edwin B. Winans afterward occupied the seat of governor; Omar D. Conger was later a senator of the United States; John W. Longyear and Solomon L. Withey became judges of the United States District Courts. Mr. Long-

S. L. Whitney

year had already served in congress. Robert McClelland was a delegate in the constitutional convention of 1835 and had served as a secretary in the cabinet of President Pierce. James Birney had previously been lieutenant-governor; Henry H. Holt afterward was elected to the same honorable office. William L. Stoughton and George Willard became members of congress. Eight of the delegates had served in the convention of 1850. The convention was in session seventy-four actual days of sitting and finally adjourned August 22, 1867. The journal shows that it was a very industrious body. It sat almost every working day, usually with morning and afternoon sessions and also frequently sitting in the evening. The roll-calls indicate that almost all the members answered when called, proving that they were personally on hand and attending to business. There were no evidences of party friction or of political considerations in any of the discussions, with the possible exception of that upon the elective franchise. The utmost harmony among members seems to have prevailed throughout all the deliberations. Every question was approached with an evident desire to consider it upon its merits and to reach a conclusion looking to the best interests of all the people.

At the closing session speeches were made by several of the members reviewing the work and expressing the prevailing sentiment of good will and personal friendship. The president of the convention, before declaring final adjournment, congratulated the members upon the good order and harmony which characterized the proceedings. He said: "With honest differences of opinion, strong convictions and spirited debates, the discussions have not been marred by unkind words, offensive personal allusions, or bitter feuds." Reviewing briefly the work he added: "While I bear witness to the faithful-

ness, industry and zeal with which the members have discharged the responsible duties at this oppressive season of the year, I cannot be satisfied without expressing my commendation of the work accomplished. In framing a constitution settling questions affecting great interests, it cannot reasonably be expected that the work will in every respect be acceptable to all. I do not claim that your labors have resulted in the formation of a perfect instrument; but I cheerfully declare that in my judgment the constitution you are now about to submit to the intelligent people of this state for their ratification, taken as a whole, is a decided improvement upon the constitution now in force. As far as seemed practicable you have preserved the form and language of the existing constitution. Innovation is not always improvement, nor is change synonymous with excellence. Enlightened reason and the stability of our institutions demand that fundamental provisions of the organic law which have proved satisfactory and become settled and understood by a course of judicial decisions, should not be disturbed for light and transient causes. But the circumstances of the state and the spirit and improvement of the age have demanded changes. Since the constitution of 1850 was adopted, the state has more than doubled in population. Its wealth has increased five-fold. By the energy and enterprise of its people, it has become great in material value, while its humane institutions, its university, first at the west and rivaling the foremost at the east, its model schools and school system, and its numerous churches bespeak the advancement in all that elevates and enobles man. With freedom of thought and freedom of labor, with active brains and loyal hearts, truly the state has grown into majestic proportions; and now presents one of the grandest developments of progress in the history of the nation."

Among the notable changes in the new instrument may be mentioned the fact that the preamble "acknowledges God," in accordance with the desires of some good pious people who have long lamented this important omission in the federal constitution. The preamble of 1850 simply declares, "The people of the state of Michigan do ordain this constitution." The new constitution made the provision for the state census at the middle of the ten year period between the federal censuses, instead of the fourth year thereafter. It provided that in time of war, insurrection or rebellion, electors in actual military or naval service should be entitled to vote at such place as shall be prescribed by law and their votes shall be made to apply to the township or ward in which they reside. This provision had been proposed by the legislature of 1865 and approved by the people in 1866 as an amendment to the constitution of 1850, in which it still stands. An important change in the legislative department was the provision that senators should be elected for four years and so arranged that one-half should be chosen every two years (one-half holding over). The number of districts was increased to thirty-three, while the number of representatives was increased to one hundred and ten. A provision was included that no member of the legislature should be eligible to any office which shall have been created or the emoluments of which shall have been increased during his term, nor shall he be interested directly in any contract with the state or any county. The compensation of members was fixed at four dollars per day and there is no limitation with respect to special sessions. Provision was made for the submission to the electors of alternative propositions of annual or biennial sessions of the legislature, and also for the separate section for prohibition.

Township elections were changed from the first Monday of April to the first Tuesday of March. The salaries of all state officers were increased—that of governor to three thousand dollars; secretary of state, commissioner of land office and attorney general to two thousand dollars; treasurer and superintendent of public instruction to twenty-five hundred dollars. The number of supreme court judges was increased from four to five, their term of office extended to ten years and their salaries increased to three thousand dollars. The legislature was authorized by two-thirds vote to increase or reduce the salaries of state officers. Probably the provision with reference to salaries had as much to do as anything with the subsequent defeat of the instrument on a popular vote. The horny handed sons of toil, who constitute the great majority when it comes to a showing of votes, have always looked askance toward any proposition to increase the pay and emoluments of the politicians who hold the offices. Amendments have been proposed from time to time increasing the salary of this or that official, but with the exception of that of the governor they have been invariably rejected by the electors.

In the article on elective franchise the word "white" was stricken out, leaving the ballot open to negroes and Indians not living in tribal relations. Strenuous efforts were made by the advocates of woman suffrage to give the ballot to women. The subject was debated at great length, taking up as much of the time of the convention as almost any subject before it, and woman suffrage was finally defeated by a rather close vote. There was a provision that no new county can be created in opposition to a majority of the resident electors, and no new county can be made up by dividing other counties, unless it shall contain at least sixteen townships. In the article

on corporations the enlargment of franchises granted by charters is made to require a two-thirds vote of both houses of the legislature. In exemptions from seizure, the amount in the homestead is raised from fifteen hundred to twenty-five hundred dollars, and the benefits are extended to those owning houses on lands which do not belong to them. The legislature is required to prohibit public officers having public moneys in charge from using them for private purposes, and the interest thereon must be paid to the fund to which the money belongs. Amendments to the constitution can be voted on by the people at such time as the legislature shall direct, instead of at a general election. One provision resulted from the lesson of the impeachment of President Johnson, then in the public mind. It declared that an officer impeached should be suspended from the discharge of his official duties until acquitted.

The question of prohibition of the liquor traffic was one of the live questions of the day. It had been agitated for a number of years and a political party had been organized to promote its success by educational campaigns. The policy of constitutional prohibition had been ardently discussed in the public forum. Naturally it was soon and earnestly precipitated upon the convention. Petitions pro and con, signed by thousands of citizens, were presented and noted upon the journal. So far as number of signatures was concerned, they were about evenly divided for and against. No question before the convention occupied more time in the debates. All the arguments on both sides were brought out and reiterated by the convention orators. But these apparently convinced nobody and after the flood-gates of oratory had been closed, those who favored prohibition and those who opposed it were of the same opinion still. Evidently the preponderence of opinion was upon the

affirmative side. But while the section prohibiting the legislature from granting or authorizing the granting in any form of a license for the selling of liquors as a beverage was approved by a majority of the delegates, it was considered good policy not to make such section a part of the constitution, in the apprehension that it might defeat the same at the polls. Therefore it was submitted to be voted upon separately. If a majority of the electors voted favorably, it was to be included in the constitution; otherwise, it was null. The sequel showed that this was probably a mistaken policy, for prohibition was stronger than the constitution itself. It would have helped to carry that instrument at the polls, rather than to defeat it.

Another subject which occupied a very considerable time in the deliberations was that of municipal aid to railroads. As finally adopted the section provided that the legislature may empower any city or township to raise by tax in aid of any railroad an amount not exceeding ten per centum of its assessed valuation, upon the approval by vote of a majority of the electors. No county shall be authorized to pledge its credit in aid of a railroad, except counties in the upper peninsula. An explanation of the great public interest in this subject is found in the fact that the interior of the state which was developing very rapidly was handicapped by lack of transportation facilities. The close of the civil war, the dawn of a new era of peace and the return from the field of so many soldiers, started a great influx of population into the newer and less settled portions of the state. These immigrants came for the purpose of creating homes for themselves, and gave attention to the development of the agricultural and business interests of the state. They felt the need of railroads. At that time only the southern tiers of counties were traversed by

such roads. The Michigan Southern, Michigan Central and the Detroit and Milwaukee ran across the state from east to west and well served their immediate constituancies. But there was a great clamor for more roads and especially so from agricultural communities and rapidly growing towns which needed them. Capital was not forthcoming to build such roads, unless strong inducements were held out. It was felt that in these new districts roads could not earn enough to make them profitable investments, but that since they would help to build up the sections through which they ran, those sections were justified in encouraging them with a bonus. It was this clamor to which the convention listened. The subject was pretty thoroughly overhauled in debate, there being only a narrow margin on the final vote in favor of the clause.

The municipal aid section had very much to do with discarding the entire work of the convention at the polls. In those portions of the state already supplied with transportation facilities there was no popular interest in the subject while even in the towns which desired railroads there was a strong element made up of the leading taxpayers who vigorously opposed it. Many thoughtful persons believed there was great danger in giving public aid to private enterprise. Not only was there danger of abuse, but it was felt to be intrinsically vicious in theory to levy upon the taxpayers of a municipality for the benefit of a private corporation. The door once opened might admit selfish and preposterous schemes, to the ultimate detriment of the commonwealth. The state had a sorrowful experience in its early days in undertaking to carry forward railroad building on its own account, and the constitution of 1850 made it certain that the experiment could never be repeated. There were some who argued that what the

state could not do for itself, it should not authorize any municipality to do. The supreme court afterward held the argument sound.

There were a number of important propositions brought forward and discussed which did not gain sufficient votes to secure them a place in the new constitution. One of these was a provision for capital punishment for murder in the first degree. Capital punishment was abolished in Michigan in 1846 and although the subject is revived from time to time and is brought up at almost every session of the legislature, sentiment in favor of going back to the barbarous practice of taking human life by judicial decree does not appear to have made any gain. Another important move was to consolidate the agricultural college with the state university. This proposition, of course, came from the friends of the university, who believed it was a mistake at the outset to establish the agricultural college as a separate institution. Their argument laid stress upon the economy of uniting the resources of the two institutions for the benefit of the taxpayers and in the interests of education. But the advocates of the college believed they were backed by the farmers and showed jealousy of the university. They claimed to see a purpose on the part of the larger institution to swallow the smaller one, for the sake of self-aggrandizement. The discussion upon this topic was probably the most bitter of all the debates. The constituancies behind the rural members supported the college side, and so won out.

Other propositions brought forward and negatived were to omit from the constitution the definite salaries of state officers and compensation of legislators and leave the whole subject to the legislature. Retiring judges at the age of 70 was advocated by some. A provision was included that at any time after 1880 the leg-

islature might provide for a convention to revise the constitution. The first step was to be a popular vote on the question, and if this was favorable, the legislature was required to provide by law for the election of delegates.

This constitution was submitted to the electors at the general election on the first Monday of April, 1868. At this election the number of votes cast on the adoption of the constitution was 182,311, of which 71,729 were in favor of its adoption and 110,582 against, a negative majority of 38,853. On the question of annual or biennial sessions of the legislature, there were more than four votes for biennial sessions to one for annual. On the separate question of prohibition, the affirmative vote was 72,462 and the negative 86,143, a majority of 13,681 against the clause.

A post-mortem to discover the cause of this untimely end of the good work of the convention leads to the conclusion that it was largely political. The instrument was not considered by the voters solely upon its merits. It was perhaps unforunate for it that it contained no principle of importance which commended it strongly to the people. It followed quite closely the constitution of 1850. In fact, its framers purposely adopted this policy, as stated by the president of the convention in his closing address. The policy was to make as few changes as possible, and those only which seemed to commend themselves as improvements. So there was no feature which drew to its support the masses of the voters. The democrats as a party fought it bitterly, on account of the elective franchise provision which admitted negroes to vote. Thus there was a very strong element against it in an organized political party. The majority against it in Wayne county, a democratic stronghold, was 6.491. Its defeat was claimed by the democrats as a great polit-

ical victory. Really it was nothing of the sort, for the same franchise provision was separately submitted two years later and carried by a decisive majority. But the conservative party vote, whatever it may have been, undoubtedly aided in the defeat.

Outside of this, the two features which were most influential in its overthrow were railroad aid and salaries of state officers and legislators. Reference has been already made to the public sentiment on those two questions. There were great numbers who were indifferent on municipal aid and many others who vigorously opposed it. On the salary question there has always been a decided conservatism in the rural population. It is little short of stingy for the state to pay its officers such meagre salaries, but the electors seem bound to have it that way. The convention of 1867 thought it the part of wisdom and economy to pay these officers such salaries that they could afford to give personal attention to the affairs of their offices, instead of visiting them semi-occasionally and leaving all details to clerks. The electors thought otherwise, and so the salaries of 1850 continue to this day.

CHAPTER II

The Administration of Governor Crapo

AT the biennial election of 1864 Henry H. Crapo of Genesee was chosen governor to succeed Austin Blair who had made a great record for himself as "The war governor" of Michigan. The opponent of Mr. Crapo in the canvass was William M. Fenton, also of Genesee, who went to the front as Colonel of the Eighth Michigan Infantry and served with distinction in several campaigns. His military record and his standing as a citizen were unimpeachable. Party spirit in those trying times was strong, and there was a normal republican majority in the state. Colonel Fenton's candidacy upon the democratic ticket resulted in his defeat by a majority of over 17,000 for his opponent. The total vote on governor gave 91,356 for Crapo and 74,293 for Fenton. The other state officers elected at the same time were Ebenezer O. Grosvernor, lieutenant governor; James B. Porter, secretary of state; John Owen, state treasurer; Emil Anneke, auditor general; Cyrus Hewitt, commissioner of state land office; Albert Williams, attorney general; Oramel Hosford, superintendent of public instruction.

Governor Crapo was born at Dartmouth, near New Bedford, Massachusetts, May 24, 1804. His father was of French descent and cultivated a farm for a livelihood. The land was not very productive and the life of a farmer at that time and place meant incessant toil and many privations. The lad was early inured to these. The opportunities for education were scant. But with an active mind, energy and a determination to learn, he took advantage of the near-by town of New Bedford to pick up some knowledge of books. There being an opening for a land surveyor, he quickly made himself familiar with its duties and requirements, and with

his own hands, through the kindness of a neighboring blacksmith, made a compass and began life off the farm as a surveyor. In 1832 he took up his residence in New Bedford and followed his occupation as surveyor and occasionally acted as auctioneer. He was elected town clerk, treasurer and collector of taxes, in which positions he served for about fifteen years. When New Bedford was incorporated as a city he was elected an alderman. He was appointed chairman of the committee on education and as such prepared a report upon which was based the establishment of the free public library of that city, the first of its kind in this country, ante-dating that of Boston by several years. He was a member of the first board of trustees. While a resident of New Bedford he became greatly interested in horticulture. He acquired a quite unpromising piece of land which he subdued and improved. Upon this he planted and successfully raised a great variety of fruits, flowers and shrubbery and ornamental trees. He soon became widely known for his efforts in horticulture, was a noted exhibitor at fairs and a valued contributor to publications on the subject. The chief business of New Bedford at that period was whaling. It was the port of hail for large fleets of whaling vessels and the fitting out of vessels with supplies, and the receipt and marketing of the return cargoes was the leading industry. It was very profitable. Mr. Crapo became interested in this enterprise and was part owner of a vessel which bore his name and which made successful voyages. He was also interested in fire insurance and was an officer of two companies.

Having invested in pine lands in Michigan he removed to the state in 1856 and settled at Flint. Here he engaged extensively in the manufacture and sale of pine lumber. Branch establishments were set up by him at Holly, Fentonville and Detroit. Engaging in this

Henry H. Crapo.

business with his characteristic energy and shrewdness, it was not long before he was recognized as one of the most successful lumbermen in a state noted for successful lumbermen. He was mainly instrumental in the construction of a railroad from Flint to Holly, where it connected with the Detroit and Milwaukee. This road was afterward expanded to the Flint and Pere Marquette and stretched across the state to the Lake Michigan shore. From this small nucleus has grown what is now an elaborate railroad system which gridirons the state in every direction. He was active in public affairs in his home city, of which he was elected mayor, after a residence of only a few years. In 1862 he was elected a state senator and proved himself to be a very practical and useful member. In 1866 he was elected to a second term as governor. This term expired on the 1st of January, 1869. His death followed about six months later from a disease which attacked him before the close of his official life and which seriously hampered him for many months previous.

The inaugural message of Governor Crapo to the legislature of 1865 is characterised by his hard-headed good sense. He advocated the prompt payment of the state debt and the adoption of the permanent policy—"pay as you go." This policy will lead to a close scrutiny of all appropriations and prevent the incurring of any indebtedness for schemes and enterprises of doubtful expediency. He urgently advocated measures to induce immigration to the state. After calling attention to the vast and varied resources of Michigan and its population so meagre in proportion to its capabilities for sustaining many times more, he says, we want settlers. Five-sixths of our entire territory remains still a wilderness. The vast tracts of woodland, however rich and fertile they may be, are of no use to us until cleared and

improved; and nothing but labor can do it. Our rich mines of copper, iron, coal, gypsum, our springs of salt, our fisheries, and our forests of valuable timber, are all calling for men; we want settlers. The legislature heeded his advice and a bill was introduced and favorably reported in the senate, creating an immigration commission, providing for the appointment of an agent and for the systematic circulation of literature, to be distributed in Europe, inviting attention of intending emigrants to the advantages of Michigan. This bill was not acted on at that session, but a few years later the subject was taken up persistently. It appears that other western states, notably Illinois, Wisconsin, Minnesota, were already in the field and had agents in New York and in Europe in their own interests. It is said that these agents, not content with picturing in glowing colors the advantages of the states which they represented, sometimes went out of their way to disparage Michigan. It was charged that immigrants who were under contract and whose expenses to this country had been paid by Michigan manufacturers, were tampered with on their arrival in New York by agents of rival states, and induced by representations of doubtful veracity to violate their contracts. It was this sharp practice at which one feature of the proposed legislation was aimed. Probably it was wise to avoid friction with our neighbors, and in this view the bill was allowed to die. The governor called special attention to the natural resources and the situation of the state with reference to manufactures. With so many and so varied advantages, he argued that the state should be no longer dependent on eastern manufacturers, but should make its own supply of needful articles, and also meet the demands of the western market. To this end he encouraged all

measures having a tendency to invite capital and labor in any and all branches of manufacture.

Another important subject of the time was the disposition of swamp lands. The general government had given to the state six million acres of what were described as swamp lands. Not that all, nor really any considerable portion, of such lands were actually in swamps. In some localities they were overflowed at certain seasons; in others, beaver dams had given them the appearance of swamps, and in almost all cases they could be drained and subdued at small cost, and possessed a very rich alluvial soil. The question was how to dispose of these lands for the best interests of the state. In 1859 the Legislature adopted the policy of appropriating such lands for the building of roads. The purpose of the general government in donating the lands to the state, as set forth in the act of congress making the cession, was to provide for their reclamation by means of levees, drains, etc. Nominally a road might be considered a levee and practically, in many instances, the building of a road was as good a way as any of reclaiming the lands and opening them up to settlement. The policy had been pursued with satisfactory results on the start but gradually degenerated into the grabbing of valuable tracts by contractors for the building of roads which began nowhere and ended nowhere, and for roads begun but never finished, and by combinations of greedy persons who were robbing the state. The governor called an emphatic halt to the practice and urged the legislature to take steps to rescue the remaining acres. The legislature responded by passing an act for the appointment of a swamp land commissioner to examine all roads, inquire into the facts and circumstances of the letting of contracts, and requiring his approval of all unfinished contracts before payment should be made.

There was considerable popular prejudice against the agricultural college. Even among the farmers themselves, who had decided views on the question of economy, when taxpaying time comes around, felt that it was an expensive luxury which had very little to show as justification for its existence. In 1862 the general government made an appropriation of 240,000 acres of public lands for the maintenance and support of such an institution, which grant had been accepted by the state. Governor Crapo in his message says regarding the college: "I am aware that in consequence of the very unfavorable circumstances surrounding this institution during the first few years of its existence, and which to a very great extent controlled its operations, many of the people of the state, who should have been deeply interested in its prosperity and success, imbibed strong prejudices against it, and were even disposed to abandon it altogether." But the governor counsels suspension of judgment and giving the institution an opportunity to do justice to itself and its friends. Of all classes, the farmer is most deeply interested, and the farmer should regard it with pride. While its demands have seemed to be large, the fact should be borne in mind that it is laying the foundations and that large as the expenditures seem, they are really small in comparison with the magnitude of the interests involved. "Agriculture is no longer what it was once regarded by a majority of other professions, and partially admitted by the farmers themselves to be—a low, menial employment, a mere drudgery, delving in the soil, but is becoming recognized as a noble science. Formerly any man who had merely sufficient sense to do just as his father did before him, and to follow his example and imitate his practice, was regarded as fully competent to become a farmer. The idea of applying science to the business

was sneered at and denounced by many of the farmers themselves as 'book farming.' But the cultivation of the soil has now justly come to be regarded as one of the most noble and dignified callings in which an educated man can engage." The legislature heeded his advice and made a liberal appropriation to set the college upon its feet. This was the critical time in the infancy of the institution, when it might have been easily smothered. The earnest words of the governor, backed by his influence, encouraged the friends of the college and to-day the people of the state will rejoice that the strong support of Governor Crapo resulted in saving it for a noble and beneficient career.

Governor Crapo exercised the pardoning power with extreme caution. He held the view that the executive had no right to annul or make void the acts and decisions of judicial tribunals in the trial, conviction and sentence of any person unless in the contingency of the discovery of new facts which would, if proved upon the trial, have established the innocence of the accused, or so mitigated the offense that a less penalty would have been imposed. While he admitted that extreme cases might arise under circumstances which would make an exception to the rule desirable, he held to it quite rigidly. He did not admit the influence of mere personal sympathy for the victims of the criminal law, or their families or friends. In reply to the claims that a convict having suffered for a time and the public excitement and notoriety of his offense having passed away, no possible good can be gained by keeping him longer in prison, he insisted that the principle of justice and the claims of society for self-protection must not be lost sight of. The guilty are not punished because society wishes to inflict pain and suffering, but because its own safety requires it; and because the only reparation the criminal can make

is the example afforded by his endurance of the penalty. To effectually meet these ends, punishment must be made certain. There have been governors, both before and since, who seemed to regard the executive prerogative as a matter of mere sentiment. There have been cases where sympathy went too far. There have been instances which were little less than scandalous. In modern times the business of getting convicts out of our prisons and relieving them from the consequences of their crimes through the aid of a soft hearted governor has been carried to such an extent that it is refreshing to contemplate a man who, while he was not lacking the kindness of a gentle nature, still had the firmness to stand for justice and right, as he clearly saw them.

At the biennial election of 1866 Governor Crapo was elected for a second term by a majority of upwards of 29,000. His opponent in this campaign was General Alpheus S. Williams of Detroit, who was absent from the state on public business during the entire canvass. General Williams has been a man of note in the history of Michigan. He was born at Saybrook, Conn., September 20, 1810. He was graduated from Yale college in 1831, went through the law school, travelled and studied in Europe three years and settled in Detroit in 1837, where he commenced the practice of law. In 1839 he was elected judge of probate; in 1844 was chosen judge of the recorders court of Detroit. He was editor and proprietor of the Detroit Advertiser for four years and sold it in 1847 to go to the Mexican war, in which he served throughout the war as lieutenant-colonel of the Michigan volunteers. In 1861 he was made president of the state military board and commander of the camp of instruction at Fort Wayne. April 17, 1861, President Lincoln appointed him brigadier general of volunteers, and he was immediately placed in charge of

A. S. Williams

the third brigade of Banks' division. He succeeded Banks in command of a division in 1862, in the army of the Potomac. He commanded this division in the battles of Chancellorsville and Gettysburg. In 1863 he was transferred with his division to the army of the Cumberland, and under Hooker took part in the campaign against Atlanta. He was placed in command of the twentieth corps upon the retirement of Hooker and with it marched with Sherman to the sea. At Savannah he was brevetted major general. After the campaigns of the war were over he was placed in command by General Sherman of the military district of Arkansas. In January, 1866, he was honorably discharged and was immediately commissioned by the president to examine the military claims in Missouri, and later in the same year he was appointed by President Johnson minister resident at Salvador, Central America. It was while absent on this mission that his name was used by the democratic party as their candidate for governor. In 1874 and again in 1876 he was elected a member of congress from the first district of Michigan. He was chairman of the committee on District of Columbia, and proved to be an efficient and hard working member of the house. He died in Washington December 21, 1878, just before the close of his second term.

The other state officers elected in 1866 were, Dwight May, lieutenant governor; Oliver L. Spaulding, secretary of state; E. O. Grosvenor, state treasurer; Wm. Humphrey, auditor general; Benjamin D. Pritchard, commissioner of land office; William L. Stoughton, attorney general; Oramel Hosford, superintendent of public instruction. Governor Crapo entered upon his new term of office in January, 1867, somewhat broken in health, but with mind as vigorous and active as ever. In spite of his impaired physical condition, he insisted up-

on personally looking after his extensive private interests, and kept in close touch with all public affairs. His second regular message to the legislature was a full and lucid discussion of all the problems then before the state authorities. He again dwelt on the immigration question, but the legislature adjourned without making effective his sensible recommendations.

The act for the construction and operation of train railways, passed in 1863, was perfected in such manner that our first street railways were incorporated under it. Provisions was also made for a specific tax on mining companies. The act providing for the registration of births, marriages and deaths was a very important piece of legislation.

Governor Crapo was very sparing with vetoes and it is notable that they were for the most part sustained. The most exciting events during his entire gubernatorial career grew out of his vetoes in the matter of municipal aid to railroads. That was the day of feverish railroad building schemes. Rural communities were exceedingly anxious for railroads, and many villages were induced to support projects which would make them railroad centers. In several instances the people did not wait for legislative authority, but went ahead and voted aid, issued and put bonds on the market and then came and asked the legislature to validate them. With a veto message Governor Crapo called a halt to this practice. It is interesting to observe with what neatness he riddles the sophistical arguments of those who said the thing being done should be legalized to save investors in the bonds. The schemes expanded insidiously. At first the aid voted by municipalities was limited by law to five per cent of the assessed valuation of the municipality; shortly this was increased to ten per cent., with a tendency to further increase the rate. At first the district included in the lia-

bility on the bonds was the municipality; shortly this was extended to include the entire county in which the municipality was situated.

But most important of all, he vetoed the acts passed to permit localities to vote aid to railroad enterprises. The thing having previously been done and being considered so much a matter of course, he did at the outset approve such bills. But he soon saw the tendency of such legislation and when the bills came pouring in on him he waited until some fourteen had accumulated and then sent them back with a message which settled the case for all time, so far as he was concerned. He called attention to the provision of the constitution that "the credit of the state shall not be granted to or in aid of any person, association or corporation; the state shall not subscribe to or be interested in the stock of any company, association or corporation; shall not be a party to or interested in any work of internal improvement." He argued that the principle considered by the framers of the constitution so essential for the protection of the state should by implication, at least, apply to towns and counties. Clearly the policy of the state, as expressed in its constitution, is opposed to all this legislation. While refraining from discussing the judicial aspects of the question he believed that all would agree with him that it was of doubtful constitutionality.

He went to great length in discussing the economic bearings of the question. He believed the permanent welfare of the state would be injured. While railroads are desirable and greatly beneficial to a community; if they are secured at the cost of an accumulation of municipal debt and enormous taxation we destroy the value of property and retard settlement. Then, instead of increased growth and resources, we drive away population and wealth. At a time when other states are try-

ing to extricate themselves from the burden of taxation caused by the war, and are deferring public improvements, the people of Michigan, by municipal action, are competing with each other in the creation of vast amounts of indebtedness. He showed how insidiously the idea of municipal aid had expanded. At the outset the rate was limited to five per cent. and the liability was confined to a few localities. Within four years the restrictions have been swept away and there are towns which are in danger of accumulating forty per cent. of such bonded indebtedness. Such a course can have but one ending—bankruptcy and repudiation.

The aggregate length of the railroads already proposed, which rely for their completion upon aid from taxes, is not less than two thousand miles. The amount of capital necessary to construct, complete and efficiently equip this extent of railroad cannot be less than sixty million dollars. It is claimed that if about one third of the cost can be obtained by taxation the balance can be procured of capitalists by the issue of stocks and mortgages. It will then be necessary for the people of the state to create an indebtedness of twenty millions in city township and county bonds. Can such bonds be sold for cash either at home or abroad? It is not likely they could be sold outside the state. There is not surplus capital enough in the state to take them; certainly not unless they could be bought at a very small percentage of their face value. Thus the actual aid to railroads will be very small indeed, compared with the amount of municipal indebtedness. As the bonds continue to be depreciated in value, additional taxes will be called for and urged to make up the deficit, and thereby prevent the total loss of what has been already appropriated, until repudiation would inevitably follow.

The gloomy picture which the governor thus drew

of the results likely to end the course which the state was pursuing in this matter was both timely and truthful. It was clear to level-headed and unprejudiced men, but such was the popular furor that many minds were dulled to its appreciation. The bills lay on the table for a month while great excitement prevailed in the popular discussion of the subject. When the matter was finally brought to a vote the veto of the governor was sustained by the narrow margin of a single vote. This indicates the strength of railroad aid in public sentiment. It is not often that a governor has the delicate task of saving the people from themselves. But saneness and firmness are admirable in any emergency.

At the April term of the supreme court in 1870 the question of municipal aid to railroads received its quietus. By act of the legislature of 1864 towns on the line of a railroad projected to run from Detroit to Howell were authorized to raise money by tax or loan to aid in its construction. The electors of Salem, Washtenaw county, voted such aid, but the township board refused to issue the bonds. Thereupon application was made for mandamus to compel the board to make the issue. Under this proceeding the question of the constitutionality of the act authorizing the aid was fully brought before the court. In an elaborate and exhaustive opinion by Judge Thomas M. Cooley the court held the act unconstitutional and void. The ground taken by the court was that it is essential to a valid exercise of the power of taxation that it be for a public purpose. A corporation created for the purpose of constructing a railway to be owned and operated by the corporators is a private corporation. Taxation can no more be employed in behalf of such corporation than in behalf of the projectors of a mill, a

hotel, or any other private enterprise. The opinion will be found in the 20th vol. of Michigan Reports, under the title of The People versus Salem.

This decision of the supreme court produced the very awkward result of leaving in the hands of capitalists and others a large quantity of worthless municipal bonds issued in aid of railroads. As nearly as could be ascertained, the showing was something like this:

Special acts of 1863, approved by Governor Blair	$858,600
Special acts of 1865, approved by Governor Crapo	312,700
Special acts of 1867, passed over veto of Governor Crapo	28,000
Special acts of 1869, approved by Governor Baldwin	447,000
Total	$1,646,300

Beside the foregoing in the hands of innocent holders, there were other classes of bonds which had been voted, made and deposited with the state treasurer, but not delivered to the companies for whose benefit they were designed. These amounted in the aggregate to $3,710,875. Some of them had been wholly or partially earned, while in other cases no work had been done on the projected roads.

To relieve the dilemma, Governor Baldwin called the legislature into extra session in July, 1870, and advised the passage of a constitutional amendment to be submitted to the people at the approaching general election, authorizing the payment of such bonds as had been actually issued. He did not recommend that such amendment should authorize future railroad aid, but

only that it should provide a way for the payment of such bonds as were outstanding at the time. Without such action, the bonds were wholly uncollectable.

The legislature responded by providing an amendment of three sections. The first authorized the legislature to pass from time to time laws establishing reasonable maximum rates of charges for transportation of passengers and freight on railroads, and prohibit running contracts between railroad companies whereby discrimination is made. The second section prohibited a railroad corporation from consolidating its stock, property or franchises with any other railroad corporation owning a parallel or competing line. The third section authorized the legislature to provide by law for the payment by the counties, townships and municipalities of all bonds or other obligations heretofore issued or incurred in pursuance of acts of the legislature. In no event shall the state pay or become liable for any portion of such bonds. The legislature shall submit to the electors of each of the counties, townships and municipalities concerned the question of payment, with the mode and manner of the same.

Each of these sections was submitted separately to the electors at the general election in November, 1870. The first was carried by a vote of 78,602 affirmative to 51,397 negative votes. The second also prevailed by 76,902 affirmative to 51,194 negative; the third was rejected by 50,078 affirmative to 78,453 negative.

Thus the obligations were repudiated. Collection could not be enforced in the state courts, and so the expedient was adopted of turning them over to non-residents, who could sue in the federal courts. After extended litigation and delay some bond holders realized something on their investments, and so the losses were not total. The whole chapter of railroad aid tax-

ation forms an unpleasant episode. But it must be remembered that our neighboring states were securing railroads for themselves by this method and that in several of them legislation of this sort had been declared constitutional by their highest judicial tribunals; also that the supreme court of the United States had set the seal of its approval upon this class of acts. Moreover, the general government had recognized the principle by making extensive grants of public lands and by guaranteeing the bonds of private corporations to secure the building of railroads.

CHAPTER III

Administration of Governor Baldwin

HENRY P. BALDWIN of Detroit was governor from January 1, 1869, to January 1, 1873. For his first term he was elected over John Moore of Saginaw by a majority of 30,851 in a total vote of 225,251. For the second term his plurality was 16,085 over Charles C. Comstock of Grand Rapids, his next highest competitor. Henry Fish, prohibition candidate, received 2,710 votes. The other state officers chosen on the ticket with him in the election of 1868 were Morgan Bates, lieutenant governor; Oliver L. Spaulding, secretary of state; William Humphrey, auditor general; Benjamin D. Pritchard, commissioner of land office; Ebenezer O. Grosvenor, state treasurer; Dwight May, attorney general; Oramel Hosford, superintendent of public instruction. The other state officers serving during the term of 1871-72 were Morgan Bates, lieutenant governor; Daniel Striker, secretary of state; William Humphrey, auditor general; Charles A. Edmonds, commissioner of land office; Victory P. Collier, state treasurer; Dwight May, attorney general; Oramel Hosford, superintendent of public instruction. Jonathan J. Woodman was speaker of the house during both terms.

Governor Baldwin was a native of Coventry, Rhode Island, where he was born February 22, 1814. His father, John Baldwin, was a graduate of Dartmouth College and died at North Providence in 1826, when his son, the future governor, was but twelve years of age. The grandfather, Rev. Moses Baldwin, was the first graduate of Princeton, receiving his degree in 1757. He was pastor of the Presbyterian Church at Palmer, Mass., for fifty years, dying there in 1813. The mother of Governor Baldwin was a daughter of Rev. Nehemiah

Williams, a graduate of Harvard, who was for twenty-one years pastor of the Congregational Church in Brimfield, Mass., where he died in 1796. Governor Baldwin's early education consisted of instruction in the common schools, with a short course in a New England academy. By the death of his parents he found himself while a mere lad thrown upon his own resources. He obtained employment as a clerk in a general store. At the age of twenty he established himself in business at Woonsocket, R. I. In 1837 he made a trip through the western country which resulted soon after in the removal of his business to Detroit. He had not been long in his new field when a financial panic caused by inflated values and wild speculation swamped many of the merchants and other business houses. He was, however, able to weather the storm, by the exercise of that prudence and sound judgment which characterized all his operations. He engaged in the boot and shoe trade and established a factory. Both flourished under his energetic and careful management, bringing him, for the time, considerable wealth. He was for more than twenty years president and one of the chief stockholders of the Second National Bank of Detroit, and its successor, the Detroit National Bank. He was an active participant in the affairs of the Protestant Episcopal church, and was a member of the standing committee of the diocese for fifty years. In 1858 he, with a few associates, organized St. John's parish in Detroit, and he personally bore nearly the whole outlay for the construction of the very beautiful church building on the corner of Woodward avenue and High street. He was an appreciative patron of fine arts and collected in the dwelling which he erected on the site of the Governor Cass mansion on Fort street some of the choicest works of painting and sculpture to be found in the capitals of Europe.

H. P. Baldwin

He was elected to the state senate in 1860, taking his seat on the first of the following January. He was made chairman of the finance committee, which committee was charged with the arduous and responsible task of investigating the affairs of the state treasury, which was made bankrupt by the defalcation of the retiring treasurer, John McKinney. Through the personal efforts of John Owen, the treasurer elect, backed by the support of Mr. Baldwin, the state was always in funds to meet requirements. When United States Senator, Zachariah Chandler died in October, 1879, Governor Croswell appointed Ex-Governor Baldwin as his successor and the legislature renewed the appointment at its next session. This service was only for the unexpired portion of Senator Chandler's term—little more than a year altogether. At its conclusion Senator Baldwin retired to private life. He had several years before practically given up personal attention to his private business, though it was still carried on in his name. He had never a robust physique and though his health had for the most part been fairly good, he was compelled to exercise great caution in exposing himself and in physical and mental exertion. He died at his home in Detroit, December 31, 1892, and the city and the state mourned the loss of a good man and an estimable citizen.

Several matters of importance developed under the administration of Governor Baldwin. One of these was the resumption of the geological survey of the state. The governor brought this to the attention of the legislature of 1869 when he said: "I submit to you the importance of providing a thorough and complete geological survey of the state. Many years ago in our early history, this work was partially prosecuted by the late Dr. Douglass Houghton, whose sudden death put a stop to this important work. Small appropriations were sub-

sequently made, but no general survey has been effected. The developments made by the very partial work hitherto done have many times repaid the comparatively small expenditure. But what is needed is a thorough and comprehensive examination of the whole state." This matter was taken up by the joint committees to which it had been referred and an exhaustive report was made, covering the whole history of knowledge of the mineral resources of the state. It appears from this report that in 1859 the governor was authorized to appoint a geologist and assistants, and five thousand dollars was appropriated for the work. Governor Wisner appointed Prof. Alexander Winchell of the state university, and restricted the work to the lower peninsula, since the appropriation was too small to inaugurate effective work in the northern peninsula. Of the report two hundred and ten pages were devoted to geology, thirty pages to zoology and eighty-five to botany. The committee claim that the practical results were valuable to the state in locating salt, coal and gypsum which could be profitably mined, and in proving that the climate of the west shore of the state is so modified by the influence of Lake Michigan as to be specially adapted to fruit growing. Small appropriations were made for the succeeding four years, but they were too insignificant in amount to accomplish results and were turned back into the treasury.

So it appears that in all these years nothing whatever was done to investigate the extensive but practically unknown mineral wealth of the upper peninsula. The committee say they believe that the state is fully able and ought to be willing to now enter upon an enlarged and liberal geological survey of both peninsulas; that if but one can be undertaken, the Lake Superior country is entitled to the preference. The committee further called attention to the fact that the state owns a large amount

of swamp and school lands, reserved from the market on account of supposed mineral value, the determination of which value is a matter of common interest to all the people, while the United States is also holder of large tracts of supposed mineral land whose value is wholly unknown.

The committee presented a bill to make effective its recommendations. This provided that the governor, superintendent of public instruction and president of the state board of education shall constitute a board of geological survey to control and supervise the continuance and completion of the geological survey of the state. They are authorized to appoint a director, and upon the nomination of the director, such assistants as may be necessary. The director was required to make an annual report, and on the completion of the work a complete memoir upon the geology of the state, embracing an account of all its mineral and agricultural resources, a delineation of its geology upon the map, and such other diagrams and illustrations as may be needed to set forth in a creditable and intelligible manner the nature, location and extent of the various resources. It is specified that one half of all appropriations shall be expended in the upper peninsula. An appropriation of eight thousand dollars annually was made, to cover all expenses, except printing the reports, and congress was asked to make a like appropriation for the same purpose.

The board as thus constituted consisted of H. P. Baldwin, governor; W. J. Baxter, president of board of education; Oramel Hosford, superintendent of public instruction. They appointed Alexander Winchell director of the survey, with T. B. Brooks, assistant upon the iron bearing rocks; Raphael Pumpelly, assistant on the copper bearing rocks, and Carl Rominger, assistant on

the paleozoic rocks. The results of this survey were published in three quarto volumes, 1873-1876. They were sumptuously printed in New York, and were profusely illustrated with maps and diagrams. The survey was continued by Dr. Rominger, who gave his entire attention to the Marquette iron region. In this work he was aided by Charles E. Wright and Dr. M. E. Wadsworth. Their observations were published in 1881 as volume four. Charles E. Wright was appointed state geologist in 1885 and continued as such until his death in 1888, when he was succeeded by his assistant, Alfred C. Lane. He was succeeded by Lucius L. Hubbard. Their work applied wholly to the lower peninsula and was published as volume five, covering the period, 1881-1893. Volume six, covering 1893-1897, was devoted to the upper peninsula. Volume seven, covering the period, 1897-1900, was issued under the auspices of Alfred C. Lane, state geoolgist, and is devoted to three counties of the lower peninsula. Monroe county was surveyed by W. H. Sherzer; Huron county by A. C. Lane, and Sanilac county by C. H. Gordon. From that date the survey was continued and is still in progress. The board of geological survey remains as originally constituted, with the changes of personnel from time to time as new officers succeeded those retiring.

Governor Baldwin was deeply interested in philanthropic work and all efforts to ameliorate the condition of the unfortunate and neglected classes. Before entering upon his duties as chief executive of the state he personally visited and inspected the several public institutions, penal and charitable, including poor houses and jails. The result of his observations was his recommendation in his inaugural message to the legislature for the creation of an institution under the auspices of the state which should care for all the children theretofore shel-

tered in poorhouses. The squalor and untidiness and the listless vagrant life of young children in the poorhouses were positively demoralizing and harmful. It was the rescue of these innocents and the putting them on the way to become self-respecting and valuable citizens which inspired his recommendation. The legislature by joint resolution authorized the appointment of a commission to investigate the question and to submit a plan of action. This commission made a report in which it recommended that the state assume control of its dependent children and provide for and educate them. This was the inauguration of the State Public School, soon thereafter established at Coldwater, which was the first institution of its kind in this or any other country. The citizens of Coldwater contributed twenty-seven acres of land and $25,000 in money and the legislatures of 1871 and 1873 made liberal appropriations. The school was completed and opened in 1874 and was enlarged in 1875 to a capacity of two hundred and fifty children. It was organized upon the congregate and cottage plan combined. A large main building with wings provided a residence for the superintendent, offices, dormitories for teachers, school rooms, chapel, and a dining room, kitchen, etc., in a rear extension. Behind this building and extending both sides of it are ten cottages entirely disconnected, with a capacity of about thirty children each, and each under the charge of a matron. Children over two and under twelve years of age, sound in body and mind, are sent to the school by superintendents of the poor upon the order of the judge of probate. They are instructed in the branches taught in the common schools and receive proper moral and physical training. The school is intended to provide only a temporary shelter until such time as a home can be found in a good family. Senator Caleb D. Randall of Coldwater drew

up and secured the passage through the legislature of the bill which brought about the establishment of the school. He, with Julius S. Barber, also of Coldwater, and Charles E. Mickley of Adrian, was a member of the first board of commissioners. He remained upon the board many years and took an earnest and active interest in its affairs so long as he lived.

No more beneficent measure has been enacted by the legislature of any state, nor one tending more surely to cut off the tap-root of crime and pauperism. The school has been admirably managed from the start. A vast number of children have been rescued, given the elements of education and placed in homes where they are growing up into virtuous and worthy citizenship. No stigma attaches to any child from having been an inmate of the school.

The State Board of Charities and Corrections was organized in 1871. It was the outcome of the commission first appointed by Governor Baldwin which led to the organization of the state school. This board has no executive function. Its duties are to investigate the management of all our prisons, reformatories, asylums, and the jails and poorhouses of the several counties. Its province is advisory, to discover and expose abuses and to improve conditions by suggestion and recommendation. This board has a duly appointed agent in every county, who is active in finding homes for children of the state school, who discovers neglected and abandoned children, and looks generally after the welfare of those who need such attention. This board is also required to investigate and report upon all appropriations asked for by the charitable and reformatory institutions of the state, and to pass upon all plans for new buildings or enlargments of old ones. The board has justified by

its service the idea of its creation and its development as a factor in sociological reform.

The necessity for another asylum for the insane was brought to the attention of the legislature by Governor Baldwin. This initiated the movement which resulted in the Eastern Asylum at Pontiac. The governor also suggested an intermediate prison, or reformatory, for the purpose of separating young convicts and first offenders from those hardened and confirmed criminals to be found in our state prisons. This suggestion culminated in the State House of Correction and Asylum for the Criminal Insane, established at Ionia. This was a wise and humane effort to rescue from criminal lives those who had fallen from weakness, temptation and thoughtlessness, and not inherently vicious. This was designed to be a reformatory rather than a prison, in which the effort was to be to inculcate moral stamina and the attractiveness of an upright life, as against the lot of the depraved and the outlawed. From these statements it will appear that to Governor Baldwin belongs the credit of inaugurating important measures for the betterment of the relations of society toward the dependent, the unfortunate and the criminal classes.

The governor called the legislature into special session in March, 1872, to apportion the state into congressional and legislative districts, made necessary by the census of 1870. Such other matters as might be brought to their attention were also to be considered. Shortly after the assembling of the legislature a petition signed by a considerable number of citizens of Lansing was presented in the house for an investigation of Charles A. Edmonds, Commissioner of the State Land Office, and his conduct of the office. This petition was referred to a select committee which heard testimony and reported that serious charges had been made of the

management of the office, and against the moral character and habits of Mr. Edmonds, and of several of his clerks. The result was that the house decided to begin impeachment proceedings. It appointed Ira R. Grosvenor, Lyman Cochrane, Benjamin W. Huston, Jr., as managers, who prepared articles of impeachment and the senate was called to try the case. It assembled April 11, and sat as a court of impeachment that day and the following day and then adjourned until April 30, to enable the managers to make preparation and secure the presence of witnesses. It met on April 30 and continued in session until the whole matter was finally disposed of on May 24, sitting altogether twenty-four days on the trial.

The managers presented charges embodied in eleven articles, each covering a distinct offense. The First was withholding from sale in violation of the constitution and laws, of divers large tracts of land for the particular benefit of certain land dealers and for private pecuniary consideration for himself, his deputy and clerks; Second, that he corruptly, by himself and with his deputy and clerks, engaged in the purchase of lands from the state and for sale in his office; Third, that in cases where licenses had been issued to settlers upon swamp lands and where proof of actual settlement had not been filed, he corruptly held that such lands were subject to sale, and furnished certain persons with descriptions of such lands and issued patents, whereby a gross fraud was practiced upon actual settlers and large profits accrued to Edmonds and his deputies; Fourth, that in connivance with others he fraudulently withheld from sale, or marked upon his books as sold, large quantities of state lands for the benefit of conspirators and in fraud of other bona fide purchasers; Fifth, that he and clerks in his office engaged in the purchase and sale of "scrip," to

the detriment of the several counties and of the state treasury; Sixth, that he appointed dissolute, disreputable and dishonest persons to clerkships in his office; Seventh, that he received current money in payment for lands, retained the money himself, and entered the land as paid for by "scrip"; Eighth, that he was concerned in the publication and circulation of a certain anonymous printed paper entitled "Every Wednesday Night," containing impure, scandalous and obscene matters, language and description; Ninth, that in violation of the laws of the United States he deposited for mailing in the postoffice at Laporte, Indiana, copies of the aforesaid "Every Wednesday Night"; Tenth, that at divers times in the city of Lansing he had been so affected by drinking intoxicating liquors as to unfit him for the discharge of his official duties; Eleventh, that at various times and places in Lansing, being a married man, he had committed adultery, in violation of the laws of the state and the laws of decency and morality.

Messrs. J. B. Shipman and Jonas H. McGowan appeared as counsel for Mr. Edmonds and presented his answer, which denied in whole and in detail every one of the charges, except that portion of Article Three which charged him with so construing the law as to cut off the rights of actual settlers upon swamp lands who had failed to furnish proof of such settlement, but he denied any collusion with other persons in the sale of the lands thus put upon the market. He claimed that the law specifically required him to do what he had done. There was more or less gossip in connection with the filing of these charges. It was claimed on the part of Edmonds' friends that the whole matter grew out of the animosity of a resident of Lansing who had formerly been a deputy of the commissioner but had been discharged from that position. It was alleged that the

scandalous publication which Edmonds was charged with getting out and mailing was intended to reflect upon the character of this discharged deputy. Though Edmonds was arrested and taken to Laporte on a warrant for mailing obscene matter the prosecution was subsequently dropped.

The senate sitting as a court of impeachment very patiently listened to all the testimony and the summing up of the case by the counsel on both sides all of which was stenographically reported, and printed by the state. Each of the several articles in the charges was voted upon separately by the entire senate of whom there were twenty-seven members present when the final vote was taken. The constitution requires a vote of two-thirds of the senators elect for conviction to impeach an officer. Although a majority of the senators present voted guilty on three of the articles, on no one of them did two-thirds so vote. Consequently Mr. Edmonds was declared acquitted of all the charges. The vote on the several articles was as follows:

On Article 1, sixteen guilty; eleven not guilty.
" 2, four, guilty; twenty-three, not guilty.
" 3, twelve, guilty; fifteen, not guilty.
" 4, none, guilty; twenty-seven, not guilty.
" 5, eight, guilty; nineteen, not guilty.
" 6, sixteen, guilty; eleven, not guilty.
" 7, one, guilty; twenty-six, not guilty.
" 8, fourteen, guilty; thirteen, not guilty.

" 9, eight, guilty; nineteen, not guilty.
" 10, none, guilty; twenty-seven, not guilty.
" 11, one, guilty; twenty-six, not guilty.

CHAPTER IV

The Disastrous Forest Fires

ONE of the most notable events of the period of which we write was the great destruction of life and property by the forest fires which swept across the state in the autumn of 1871. The summer had been an unusually hot and dry one. From June there had been in the state only scattered and insignificant showers, and in some localities, it is said, not a drop of rain had fallen for several months. As a result all vegetation was parched, the earth was cracked from lack of moisture and everything was dry as tinder. The swamps were dried out, grass dried and withered, wells and cisterns exhausted, and in some places no water for many miles from running streams.

It will be borne in mind that at that time Michigan was enjoying its most prosperous days of pine lumbering. The forests were being felled, the severed branches of trees were piled upon the ground; the trunks, cut up into logs, were floated down the streams to near their mouths and there cut into lumber and piled, awaiting transportation to market. The sap and moisture had been thoroughly evaporated from all this wood by the merciless sun and wind. At this season of the year there were usually brush fires raging in the clearings.

On Sunday, October 8, 1871, fire broke out in a wooden stable in the south side of Chicago, which on that night and the two following days and nights, literally wiped out the entire city. This was one of the great conflagrations of history. Many lives were lost, millions of dollars worth of property were destroyed and thousands of persons were left homeless, without shelter or food. While our people were reading the startling news of this calamity and were planning to send relief to the sufferers, there came drifting to their ears the story of the horrible experiences of dwellers

within our own borders. The wave of lurid flame swept across the entire state, wiping out, within a few hours, everything combustible in its path. The fire in Chicago and those in Michigan could have been controlled under ordinary circumstances, but the circumstances were very extraordinary. The atmospheric conditions were peculiar. A hot wave came up from the southwest with a gale which reached the proportions of a tornado. It was a gigantic blow-pipe which fed oxygen to the flames which withered and consumed every combustible thing in their path.

On this same night of October 8, and on the following day and night, the fires crossed the entire state from Lake Michigan to Lake Huron. The city of Holland in Ottawa county was entirely destroyed, and the city of Manistee in the county of that name, was nearly wiped out. From the latter city a zone of flame extended almost due eastward through the counties of Lake, Osceola, Isabella, Midland, Saginaw, Tuscola, Sanilac and Huron, where its further progress was stayed by the waters of the lake. This entire region was one in which pine lumbering was then in active operation. Holland and Manistee were lumber towns, where the logs brought down from the interior were cut for the market. The numerous mills were surrounded by great quantities of highly inflammable material. Edgings and bark had accumulated in bulk; large piles of sawed lumber were stored in the yards, the streets were paved with sawdust and slabs.

An eye-witness describing the destruction of Holland says that in the short space of two hours, between one and three o'clock on the morning of October 9th, the devastation was complete. No one, unless he had witnessed such a scene, could have any conception of its terror. The entire territory covered by the fire was

swept clean; there was not a fence post or a sidewalk plank, and hardly the stump of a shade tree left to designate the old lines. People fled to the nearest open ground; many took to the waters of Black Lake, escaping in small boats. The fierceness of the wind and the rapidity with which the fire spread may be inferred from the fact that over two hundred and fifty dead horses, cattle and swine were found. A partly burned bank check, which had been in one of the stores was afterward picked up on a farm twenty-five miles away. Only one human life was lost, that of an aged widow, who had not been able to save herself. Over three hundred families were left without shelter. The number of buildings destroyed were, dwellings two hundred and ten; stores, shops and offices, seventy-five; manufactories, fifteen; churches, five; hotels, three; miscellaneous buildings, forty-five; docks and warehouses, five, beside a number of vessels. The amount of property destroyed was estimated at nine hundred thousand dollars. One of the losses most severely felt by the entire community was the total destruction of the buildings of Hope College.

While this destructive scene was in progress in Holland, its almost exact counterpart was witnessed at Manistee. This also was a lumber town—a sawdust city. All the buildings were of wood. The lumber mills were scattered along the shore of Manistee lake. Their surroundings were of a most highly combustible character. When once the flames had seized upon some portion of the town there was no staying them. They swept unrestrained, licking up whatever was overtaken. The inhabitants fled for safety to the open spaces outside the town or escaped in small boats upon the water. Within an incredibly short time almost the entire city was destroyed, including dwellings, stores, schools, churches,

mills and other manufacturing establishments, docks and warehouses. The estimated money loss was upwards of one million two hundred thousand dollars, a very large proportion of which was mill property and manufactured lumber. On account of the enormous destruction by fire at Chicago and elsewhere at that time, insurance policies had very little, if any, value. Fires also caused much damage in the surrounding vicinity, and by the destruction of bridges and telegraph poles practically cut off all communication, for a time, with the outside world.

As the fires raged in the belt extending entirely across the state, they swept everything in their path. The gathered crops of the season had been stored in the farm barns; the fall wheat had been sown, and the corn was ripening in the shock. All were destroyed, together with dwellings and their contents farm buildings, in many instances, domestic animals, leaving nothing but ashes, blackened stumps and putrid carcasses. Orchards which had been the work of years to rear were wiped out in an hour. School houses, churches, bridges, disappeared, as if by magic. While this zone of flame stretched across the state, it seemed to work its greatest havoc as it approached Lake Huron.

Huron and Sanilac counties, though largely devoted to lumbering, were nevertheless, quite well settled by an agricultural population and abounded in prosperous and well cultivated farms and orchards. Throughout this whole region, a tract at least forty miles square, scarcely a vestige of life was left. Blinded by smoke and stifled by the on-rushing flames, the inhabitants hid in wells and cisterns and ditches, or fled in terror to the lake shore, where they saved themselves by wading into the water up to their necks. There were along the Huron shore or near it the following villages of two

VIEW OF DETROIT IN 1873

hundred to six hundred inhabitants: Glen Haven, White Rock, Forestville, Sand Beach, Port Hope, Elm Creek, Huron City, Forest Bay, Center Harbor, Rock Falls, Verona Mills. These villages were almost wholly obliterated and the people who lived in them were left entirely destitute, without food and with only the clothing which they wore. Many of them were obliged to leave the country to find homes and sustenance for the coming winter in other localities.

When this great calamity became known prompt and energetic measures for relief were instituted at once. Governor Baldwin took hold of the matter and appointed relief committees composed of well known citizens of Detroit, Grand Rapids, Saginaw and other localities, and the gifts of money, supplies, clothing and materials for rebuilding homes were speedily offered. At the extra session of the legislature in March, 1872, the governor submitted the following facts: Early in October last several of the northwestern states were visited by fires unparalleled in the annals of history. A large portion of the beautiful and wonderfully prosperous city of Chicago was reduced to ashes. In Wisconsin the wide-spread conflagration was attended with a most fearful loss of life.

While the people of Michigan were engaged in the noble work of furnishing relief to the sufferers in Chicago, the same devouring element was making sad havoc in our own state. Thriving towns, farms and school houses, churches, stock, crops, and thousands of acres of valuable timber were consumed. Nearly three thousand families, upwards of eighteen thousand persons, were rendered houseless and deprived of the necessaries of life.

Immediately after the fires two state relief committees were appointed—one at Detroit for the eastern, and

the other at Grand Rapids for the western part of the state. Committees or agents were also designated in each of the counties and many of the towns of the burned district, to procure information, as well as to receive and distribute supplies. Cash contributions were received as follows:

By the Governor,	$156,876.50
By the committee at Detroit,	129,958.79
By the committee at Grand Rapids,	43,333.57
By the committee at Holland,	35,018.11
By the committee at Manistee,	5,408.49
By the committee at East Saginaw,	12,811.47
By the committee at Port Huron,	13,532.00
By the committee at Filmore, etc.	492.00
By T. W. Ferry, Grand Haven,	23,329.73
By W. W. Wheaton, Mayor of Detroit,	11,345.64
By various others,	30,000.00
Total cash contributions,	$462,106.30

Clothing and various supplies were contributed to the estimated value of $250,000.00. The United States War Department contributed two thousand pairs of blankets, four hundred overcoats, one thousand pairs of men's socks.

A considerable number of bridges having been destroyed, the state board of control took prompt measures to have them rebuilt and made appropriations of swamp lands for that purpose.

The Detroit committee reported the distribution of funds in its hands to persons in different localities in the east side of the state.

Huron County,	No. families,	460	No. Persons,	2,201
Sanilac County,	"	384	"	1,862
Lapeer County,	"	40	"	200
Saginaw District,	"	781	"	5,187
Bay City District,	"	105	"	350
Detroit Dist., (ref'g's)	"	1,688	"	9,905
Total, ...		3,458		19,705

The committee rebuilt one thousand two hundred and five dwellings; distributed clothing of the estimated value of fifty thousand dollars, and provisions of the estimated value of thirty-five thousand dollars. All this was outside the relief work done by the committees at Saginaw and Port Huron, by the mayor of Detroit and by numerous individuals operating independently. No comprehensive statistics were ever gathered of the losses of life and property in these fires, nor of the money collected and disbursed for the relief of sufferers.

On the 5th of September, 1881, almost exactly ten years later a second visitation of fire swept through four counties, covering a considerable part of the region which suffered so severely before. The atmospheric conditions were strikingly similar. The summer of 1881 was excessively dry; all vegetation was parched and withered, streams and swamps were dried up, and in the pine lumbering districts the brush piles, wind-falls and slashings were dry as tinder. No rain whatever had fallen for two months. In the early days of the hot, dry, August, forest fires were burning in almost every township of the four counties of Tuscola, Lapeer, Huron and Sanilac. This was usual. Farmers had been accustomed to burn brush and rubbish in this way, and under ordinary conditions it was safe enough. On Monday, September 5, a fierce gale from the southwest

sprang up and the thousand fires burning in as many separate localities were fanned into uncontrollable flames, which spread into an irresistable tornado of fire which licked up everything in its path.

For three consecutive days the conflagration raged with the violence of that of ten years before, and with even more disastrous results, because at this latter date there was a greatly increased population and more valuable improvements in the way of buildings, orchards, fences, bridges, than formerly. The wind blew with such violence as to uproot large forest trees and lift the roofs from buildings. At the same time, the temperature outside the fire swept district was one hundred and upward in the shade. Under these conditions, it may well be conceived that the sufferings of those exposed to the disastrous fires were something appalling. Men, women and children, old and young were burned while they were flying along the public highway. The air was so thick with blinding smoke that the darkness became almost total. Through the cimmerian air flaming balls of punk fell into the villages and fields, and then the fires would burst forth on every side. The flames came rushing on, sometimes in huge revolving columns, then in detached fragments that were torn by the winds from the mass, and sent flying over the tops of trees for a half mile to be pushed down to the earth again. Flames were seen to leap many feet higher than the tallest pines, and in every direction sheets of fire were flying across the country.

Some of the fugitives were lifted from the ground by the strong wind and were seized by the flames as they fell. Some saved their lives by scooping holes in the ground and burying their faces to escape inhaling the stifling air; others found refuge in wells where they clung to the walls with their fingers and toes. Some hid

themselves in cisterns while the clothing was burned from their backs and the flesh was blistered. The flying sand and smoke blinded people who walked in the dense darkness into fire traps. Many of those who escaped with their lives were permanently crippled or blinded or disfigured. Half naked creatures made their way into village streets, often bearing the charred remains of their dead with them. Some took refuge in the waters of the lake, wading out until only their heads were above water, but even here they were suffocated by the intense heat, the smoke and the flying cinders. Animals, wild and tame, were destroyed in vast numbers or herded together by the instinct of self-preservation. One man who plunged into the lake for safety found in the morning a bear for a companion, but the bear made no objection and no trouble ensued.

Following is a list of the villages wholly or partially destroyed:

Name.	Population.	Bldgs. Destroyed.	Losses.
Port Hope	400	7	$51,000
Huron City	75	21	60,000
Bad Axe	400	70	71,000
Verona	150	32	70,000
Charleston	50	26	30,000
Total	1,075	156	$282,000

The losses by counties is thus indicated:

County.	Lives Lost.	Bldgs. Destroyed.	Losses.
Huron	70	1,613	$1,107,538
Sanilac	55	1,557	760,078
Tuscola	..	255	106,317
Lapeer	..	12	9,457
Railway Co.	..	....	20,000
Total	125	3,437	$2,003,390

CHAPTER V

New State Capitol

WHEN in 1847 the capital was removed from Detroit to Lansing, the state took possession of a section of land, then wholly in a state of nature, for use as a site for necessary building or buildings. A plain frame structure was erected in 1847 and occupied by the legislature in 1848. This was some rods away from the location designed for the permanent capitol, which was left vacant, except that a few years later a cheap structure was built for the use of the several state officers for whom there was not room in the temporary capitol. It was the intention that, after serving its purpose for the interim, the cheap structure should be torn down, when the time should come for the erection of a permanent capitol. Governor Baldwin in his message to the legislature of 1871 expressed the belief that the time had now come, and recommended that the necessary steps be taken to that end. He said the present state house was built when the state was comparatively new, with a population barely one-fourth of the present, and about one-twelfth present taxable valuation. The present building was designed for temporary purposes only and has come to be insufficient in size and accommodations for its uses. The legislative halls are small and inconvenient, deficient in necessary committee rooms, and wholly without ventilation. The supreme court room is small and unfit for use. The library is cramped and not capable of extension. The insecurity from fire of the public records and library, a calamity likely to result in irreparable loss, and the requirement of several years time to complete a new building furnished adequate reasons why immediate action should be taken.

The legislature promptly acted upon the suggestion

and passed an act providing for a state building commission. An appropriation of one hundred thousand dollars was made to permit the erection of suitable quarters for the state officers during the construction of the new building, and also to furnish necessary funds for procuring plans and for other expenses.

On the 11th of April, 1871, Governor Baldwin nominated as the building commission Ebenezer O. Grosvenor of Jonesville, James Shearer of Bay City, and Alexander Chapoton of Detroit. These men were promptly confirmed by the senate, sworn into office on the following day and served throughout the whole time required for the erection of the building. Mr. Grosvenor was a banker and man of affairs; both Messrs. Shearer and Chapoton were practical builders. The governor was made by the law a member of the board and ex-officio its president. During the six years spent in the work of erection three governors served on the board—Henry P. Baldwin, John J. Bagley and Charles M. Croswell. Mr. Grosvenor served throughout the whole period as vice president. The commissioners industriously set themselves to perform the duty assigned them. Early in June following their appointment they issued an advertisement, soliciting competitive designs and offering liberal premiums therefor. At the same time they issued a pamphlet of instructions to architects, furnishing all needful information and warning those contemplating entering the competition to avoid superfluous ornamentation, and to keep strictly within the limit of expenditure authorized by the legislature, which was about one million one hundred thousand dollars. The time allowed for submission of designs was six months.

At the time set twenty designs were received from architects in all parts of the country. The board spent considerable time in the examination of the designs and

on the 24th of January, 1872, they adopted the design submitted by E. E. Myers, then of Springfield, Illinois. It was regarded as superior to all others in combining beauty of proportion with substantial construction. The building as thus sketched is three hundred and forty-five feet in length by one hundred and ninety-two feet in width, not including porticoes. Including porticoes and steps, the extreme length is four hundred and twenty feet, and the greatest depth two hundred and seventy four feet. The height of the lantern from grade is two hundred and sixty-seven feet. The style of architecture is that known as Palladian, combining dignity, simplicity and graceful outline. The completed structure has justified the good taste and good sense of the commissioners in approving the selection of plans. Mr. Myers was immediately engaged as architect and general superintendent and removed his office and residence to Detroit.

At an extra session of the legislature held in March, 1872, the cost of the building, including all expenses incident to construction and completion, was limited to twelve hundred thousand dollars. Very wisely, upon the recommendation of Governor Baldwin, the legislature decided, instead of raising this sum by an issue of bonds, to spread upon the tax levy two hundred thousand dollars a year for each of the six years contemplated for the erection of the building. This plan proved no great burden on the tax payers and furnished the money as needed to fully pay for the building by the time of its completion. In addition to the original appropriation, the legislature of 1875 appropriated seventy thousand dollars for steam heating and ventilation, thirty thousand dollars for changes in the construction of the roof, steps to porticoes and interior finish, sixty-five thousand dollars for constructing the main cornice

and balustrade of stone, instead of galvanized iron, as originally planned. The legislature of 1877 made further appropriations of twenty-five hundred dollars for wiring for electric lighting and annunciators, and forty thousand dollars for furnishing the halls and offices, and improving the grounds. This makes a grand total of one million four hundred and thirty thousand dollars for the building complete and furnished, and the grounds about it laid out and improved.

On the day of the formal dedication of the building, January 1, 1879, the commission reported that every obligation had been fully paid and that there remained upwards of four thousand dollars to the credit of the fund in the state treasury. This is a somewhat remarkable showing, in view of the experience of some other states in the erection of similar structures. It proves that the funds placed by the state in the hands of the commission were handled honestly, faithfully, judiciously and with sole view to the interests of the people. It is refreshing for all time to contemplate this example of public duty performed with fidelity on the part of all concerned in it. The commissioners in their final report note as a remarkable fact and a cause of great thankfulness that, though the building was in course of construction for more than six years and during this period hundreds of men were employed upon it, no accident occurred causing loss of life or limb, nor any resulting in loss or sacrifice of property, worthy of notice.

The building stands in the centre of a block reserved for the purpose, which has a frontage on Capitol avenue of six hundred and sixty feet from north to south, and a depth from east to west of seven hundred and forty-three feet. The block contains an area of eleven and one-fourth acres, of which the building itself, with porticoes, covers one and one-sixth acres. The main front

of the building looks to the east over the central business portion of the city. On account of the natural elevation of the ground on which it stands, the building is a conspicuous and imposing object, prominent in the view of the approaches to the city from any direction. It has an air of dignity and substantiality entirely suitable for its character. The material is Amherst, Ohio, sandstone. The first base course, outside steps and landings, of Joliet, Illinois, limestone, and the corner stone of Massachusetts granite. The covering of the dome and ceilings of the legislative halls are of galvanized iron. The windows are glazed with English plate glass, and the panels of the ceilings of the house and senate are of the same quality of glass, embossed.

Early in 1872 proposals were advertised for and in response six were submitted. These ranged from one million one hundred and forty-four dollars to one million eight hundred and ninety-six dollars. The lowest was that of N. Osburn & Co. of Rochester, New York, and was the only one within the appropriation. The contract was awarded to the lowest bidders on the 15th day of July, 1872, and the contractors immediately set about the task before them. There had been a strong sentiment in favor of using Michigan material exclusively in the building. But the board say in their report that while they felt a proper pride in using material found within the state, and were desirous of carrying out the suggestions of the legislature in this respect, they were unwilling to adopt any stone which could not command their fullest confidence, or to try any experiment in a work of such importance and magnitude. There was found no quarry within the state sufficiently developed to insure the required quantity of stone, uniform in color, and of suitable quality for a building of such

size and character. All the materials employed were of the best of their several kinds.

The corner stone of the new building was laid with suitable ceremonies on the 2d day of October, 1873. On that occasion there was a street parade under General William Humphrey, as chief marshal. It was comprised in six divisions made up of military organizations, civic organizations and fraternal societies, including a great number of masonic lodges, which had charge of the actual laying of the stone. The procession marched from the old capitol to the new one, where a platform had been erected for the occasion. Prayer was offered by the Right Reverend Samuel A. McCoskrey, episcopal bishop of Michigan, and an eloquent oration was delivered by William A. Howard of Grand Rapids.

The building was formally dedicated on the 1st day of January, 1879, on which occasion all the surviving ex-governors were present and made addresses, except Robert McClelland, who was detained at home by physical disability. These ex-governors were Alpheus Felch, William L. Greenly, Austin Blair, Henry P. Baldwin, John J. Bagley. Mr. Felch of Ann Arbor was the fourth governor of the state, being preceded only by Messrs. Mason, Woodbridge and Barry. Mr. Greenly of Adrian was elected lieutenant-governor and held the position of governor in 1847. He signed the act removing the capitol from Detroit to Lansing. Mr. Blair of Jackson was the governor during the four trying years of the civil war; Messrs. Baldwin and Bagley were the immediate predecessors of the then incumbent of the office.

Governor Charles M. Croswell called the assemblage to order and presided. Prayer was offered by Right Reverend George D. Gillespie, episcopal bishop of Western Michigan. The exercises were held in the hall of

FELCH GREENLY BLAIR
BAGLEY CROSWELL BALDWIN

GOVERNOR AND EX-GOVERNORS, LANSING,
JANUARY 1, 1879

representatives. Addresses were made by each of the ex-governors in turn. Mr. Greenly recalled the circumstances under which the capitol was removed. The legislature having passed the bill locating the capitol in the township of Lansing, the governor appointed commissioners to make the actual selection of a site. They were authorized to locate on what was known as the school section, a section reserved in every township to be sold for the benefit of the public schools. This they did, choosing twenty acres for the purpose in an eligible location. It was also made the duty of the commissioners to prepare a suitable state house ready for occupancy by the 25th of the following December. The commissioners performed their duty well. The site chosen was then in an uninhabited and unimproved region and was accessible only by trail through the forest. The legislators and state officers who served at the opening of business in this then remote and primitive locality had the experiences of genuine pioneers. To reach the spot was no trivial undertaking, and to find shelter, food and the necessaries of life was not so easy as now. But the hardships and inconveniences were endured with little murmuring. The contrast between the early day and the present, not only in the capitol itself but in all its surroundings, was one of the most striking features of the dedication. It illustrated the progress made by Michigan in the intervening thirty years.

CHAPTER VI

The National Centennial

THE one hundredth anniversary of the Declaration of Independence was celebrated with suitable demonstrations in all parts of the state, July 4th, 1876. Commemorative exercises were held in each of the principal cities and villages, to which the people gathered in great numbers. These were generally inaugurated by a military and civic parade in the early part of the day, which was followed by an oration by some distinguished citizen of the locality, reading of the declaration of independence, a poem or music, the whole concluding with a banquet, and in the evening a display of fireworks. Among the orators, were Theodore Romeyn at Detroit, Thomas B. Church at Grand Rapids, Dan P. Foote at Saginaw, Mark S. Brewer at Milford, L. D. Dibble at Battle Creek, Isaac Marston at Bay City, J. E. Tenney at Lansing, A. L. Millard at Adrian, Jonas H. McGowan at Coldwater, George W. Wilson at Charlotte, George H. Jerome at Niles, A. H. Fenn at Allegan, Charles H. Denison at Port Huron.

An important feature of the celebration consisted of sermons in the several churches by the pastors thereof, usually given on the Sunday preceding the date. In this manner the event took on a solemn and religious character, recognizing the hand of Providence in the forming and guiding of the nation throughout its history. Upon the recommendation of Governor Bagley, the event was further commemorated by the planting of trees. The governor's proclamation says, "On Saturday, the 15th of April next, I urge upon every citizen of this state who owns a piece of God's ground, whether it be large or small, whether in city or country, town or village, to plant a tree, which our children and our children's children may know and remember as the tree

planted by patriotic hands in the first centennial year of the republic." This suggestion was favorably received and was carried out with appropriate ceremonies and patriotic demonstrations in a hundred or more of the cities, towns and villages of the state, as well as in many rural localities. In some places whole parks were planted and thence became known as Centennial Parks.

The great distinguishing event of the year was the international exposition at Philadelphia, which was formally opened May 10th and continued open until the 10th of November following. For the time, it was an affair of the greatest magnitude which this country had seen. It was officially recognized by the government, which authorized the appointment of a commissioner for each state. Governor Baldwin appointed James Birney of Bay City as such commissioner, and Claudius B. Grant of Marquette, as alternate. In the latter part of 1875, Mr. Birney resigned to accept the post of United States Minister at The Hague, and Victory P. Collier of Battle Creek, was appointed by Governor Bagley to fill the vacancy. By authority of congress the governments of other nations were formally invited to participate, and most of them did so. It thus took on an international aspect.

The exhibition was financed as a stock corporation with a capital of ten million dollars in shares of ten dollars each. The stock was largely taken throughout the country from purely patriotic motives. The general government and the several states made appropriations to erect special buildings and to provide suitable displays illustrating their resources and achievements. Congress appropriated a million and a half dollars. Michigan's appropriation was seven thousand five hundred dollars, which was larger than that of any western state, except Nevada, Arkansas, Ohio and Illinois.

The act of the legislature making the appropriation authorized the governor to appoint commissioners to officially represent the state, and to arrange for and superintend the placing of exhibits to be made by institutions and citizens of the state. Governor Bagley appointed as such board Messrs. Merrill I. Mills of Detroit, Jonathan J. Woodman of Paw Paw, Henry Fralick of Grand Rapids, and Jay A. Hubbell of Houghton. The board appointed as its secretary Mr. Frank W. Noble of Detroit, and he gave his entire time to the service on the grounds throughout the whole exhibition. An attractive state building was erected on the grounds, wholly by voluntary contributions of money or materials by individuals. It furnished official headquarters for the commission and a place of rendezvous and rest for Michigan visitors, of whom there were many thousands during the summer. The register kept there showed thirty-two thousand signatures. Some literature was provided for the occasion, intended for the enlightenment of inquirers from other states and nations. A history of the state was prepared by Judge James V. Campbell of the state supreme court; a history of the press of Michigan by Tom S. Appleton of Adrian and a sketch of the resources and development of the state, looking to the encouragement of immigration, was prepared by Stephen B. McCracken and freely distributed at Philadelphia. The two first mentioned publications were included in the exhibits.

The showing made by the educational interests of the state was one of the best. It was in charge of Rev. D. C. Jacokes, who spent his time in Philadelphia while the exposition was in progress. All the educational institutions were well represented. This included exhibits by very many common schools, as well as the higher schools and colleges. A very full and elaborate mineral

exhibit, mainly from the Lake Superior region, was in charge of Mr. Samuel Brady, who took great pains in the collection and arrangement of the specimens. The agricultural and horticultural display was in keeping with the importance and resources of the state. It was under the special superintendence of Mr. C. A. Ilgenfritz. The State agricultural and pomological societies contributed to an important extent in making the display a success. There was also a very full and satisfactory exhibit of machinery and manufactured articles, made by nearly a hundred exhibitors.

The final report of the board of managers sets forth that the exhibit comprised three thousand eight hundred distinct specimens, one thousand two hundred of which were varieties of woods and shrubs, eleven hundred of them being furnished by the Agricultural College, which also furnished two hundred and ten specimens of grasses. There were shown five hundred and forty samples of wool from forty-two counties, five hundred specimens of grain and seeds, four hundred and seventy-five specimens of copper, iron and gypsum, forty of salt and brine, several of building stone and slate, three hundred and seventy archaeological exhibits, and four hundred and seventy-five distinct specimens of fruit. The superintendent of the agricultural department says in a letter to the board, "Your show of fruit at all times exceeded that of any other state, and in the aggregate more than double the quantity sent from any other state, while the variety and quality were unexampled." Over sixty awards were made to the state and its citizens. The results were considered quite satisfactory, and the whole was regarded as creditable to the state.

Very much of the success of Michigan's participation in the exposition was due to the generosity, the energy and untiring activity of Governor Bagley, who was the

Yours
Jno. D. Bagley

chief executive of the state prior to and during its preparation and progress. He was an ex-officio member of the board of managers.

John J. Bagley, who was governor from 1873 to 1877, was a native of New York, having been born in Medina, Orleans county, in that state, July 24, 1832. As a lad he attended the public school at Lockport until the removal of his parents to Constantine, Michigan. Here he began his business career at the age of thirteen by engaging his services as general utility help in a country store. Not long thereafter the family removed to Owosso, where he found similar employment. In 1847, when fifteen years old, he secured a situation with Isaac S. Miller in his tobacco factory at Detroit. He remained with Mr. Miller about six years, when, having attained his majority, he launched out for himself in the same line of business. He showed great enterprise and shrewdness in its management and speedily built up a trade scarcely second to any in the country. He was one of the earliest among manufacturers to discover the value of advertising. He made profitable use of that method of bringing his wares to the attention of the public. As a result, he had before reaching middle life, amassed a comfortable fortune and had established a trade which was a profitable asset. His capital found ready opportunities for employment in other directions. He was one of the organizers of the Michigan Mutual Life Insurance Company and was its president from 1867 to 1872. He was a large stockholder and president of the Detroit Safe Company, which did a thriving business. He was one of the incorporators of the Wayne County Savings Bank and of the American Exchange National Bank, of which he was for many years vice president. He was, above all things a shrewd and enterprising business man, and it is to be noted that the

projects to which he gave his attention were uniformly successful.

About 1865 he, with two or three other parties, bought a large tract of land in Springwells, at the junction of River Rouge and Baby Creek, known as the "ship-yard tract," which had escheated to the state through the death of the former owner without known heirs. This land was bought very cheaply and might have been profitably held for speculation. It was but seven miles from the Detroit city hall. But Mr. Bagley and his associates had planned to convert this tract, which had much natural beauty, and was mostly in a state of nature, into a rural cemetery. This they did, with the expenditure of large sums for improvements. The fruit of their wisdom and good taste is seen to-day in the beautiful Woodmere cemetery, which, although now in the city limits, was then thought to be so far away that the city would never encroach upon it, as it had already grown up around and beyond Elmwood and Mt. Elliott. Mr. Bagley was for many years president of the cemetery association. His ashes rest in a beautiful site chosen by himself and his monument consists of a rough granite boulder, weighing many tons, which he had found upon a tract of land owned by himself in the upper country.

In the early part of his life he was absorbed in business affairs. He gave little attention to politics, but took sufficient interest in public matters to render service in the Detroit Board of Education, and to represent his ward in the Common Council. A law having been passed creating a metropolitan police department for Detroit to be governed by a board of four commissioners Mr. Bagley was named as one of the number and was made president of the board. This was a matter of very great interest to him. The organization of

the force, creation of rules for its government, selection of officers and men, absorbed his attention. He was commonly recognized as the father of the department, and to this day there are veterans on the force who testify that his warm heart and fatherly regard were fully recognized and appreciated by every wearer of the blue. The nomination for governor came to him unsought and practically without opposition. There were delegates in the convention who would have liked to give Governor Baldwin another term. He firmly declined it and then most of the delegates turned to Mr. Bagley, though Francis B. Stockbridge of Kalamazoo received a few votes, solely on the score of locality. There were some who thought that two governors in succession from Detroit were altogether too many.

The campaign which followed was that of the memorable Greeley fiasco. There were very many members of the republican party who were dissatisfied with the policies which had been pursued by the stalwart leaders, and particularly so with the Grant administration and its sorry scandals. It was very evident to these malcontents that the re-nomination of Grant could not be prevented. So they separated themselves from their old party and held a national convention in Cincinnati, where, under the name of Liberal Republicans, they nominated Horace Greeley for the presidency. The democratic managers, believing it futile to try to elect a candidate of that party, were persuaded to endorse Mr. Greeley. This resulted in a split and the nomination of a straight democratic ticket. In Michigan, Austin Blair, who had been a republican, and as such was twice elected governor, accepted the nomination for governor again on the fusion ticket, while William M. Ferry was nominated by the straight democrats. It is a matter of history that the effort to make Mr. Greeley

president was the flattest failure on record. The result showed in the poll of Michigan, as elsewhere. Mr. Bagley's plurality was 57,000. His total vote was 138,968, while that for Mr. Blair was 81,880, for Mr. Ferry 2,728, and for Henry Fish, prohibition, 1,230. At the election in 1874, Governor Bagley was chosen for a second term by a vote of 111,519 against 105,550 for Henry Chamberlain, democrat, and 3,937 for G. B. Carpenter prohibition.

The other state officers who served during the first term of Governor Bagley were, Henry H. Holt, lieutenant governor; Daniel Striker, secretary of state; Victory P. Collier, state treasurer; Leverett A. Clapp, commissioner of land office; William Humphrey, auditor general; Daniel B. Briggs, superintendent of public instruction; Byron D. Ball, attorney general. The state officers during his second term were the same, except that Ebenezer G. D. Holden was secretary of state; Wm. B. McCreery was state treasurer; Ralph Ely was auditor general, and Andrew J. Smith was attorney general.

There was much important legislation during the first term of Governor Bagley. Chief of this was probably the act creating a state board of health. The members of the first board were Homer O. Hitchcock, president; Robert C. Kedzie, C. H. Brigham, Henry F. Lyster, John S. Goodman, and Henry B. Baker, secretary. This board was charged with the duty of protecting the public health, by the enforcement of sanitary regulations, and especially by providing rules for the control of contagious and infectious diseases, and by collecting and publishing from time to time information regarding the prevalent disease in various sections of the state. The board was fortunate in the selection of its secretary, Dr. Baker, who, as executive officer,

proved very efficient and was continued in that position for more than thirty years.

Another important piece of legislation during the session of 1873 was the creation of the office of railroad commissioner, to which Stephen S. Cobb of Kalamazoo was the first appointee. Referring to this subject in his message the governor says, "Railroads are something more than mere private enterprises. They are not only a public convenience but a public necessity. By the law of necessity they must be made subservient to the public ends. The public are directly interested to see that these roads are constructed and operated honestly; that they are managed and operated alike for the benefit of their owners, creditors and the public, and with a view to the public convenience and interests." The governor calls attention to the abuse which results from the organization of fast freight lines, sleeping car lines and other similar corporations, organized inside the railroad corporations, which "milk" them, to the detriment of the stockholders of the railroad companies. He says these corporations pay good dividends, but the railroad stockholder gets none.

The creation of the office of commissioner of insurance, to which Samuel H. Row of Lansing was appointed, was an important step in the matter of systematizing methods and controlling the insurance companies doing business in the state. In the interest of the citizen, it was considered the duty of the state to see to it that insurance companies do business in Michigan by authority and that they are responsible.

The subject of banking was thoroughly overhauled, the old laws repealed and a general law for the regulation and control of all banks organized under it was adopted. This applied to banks of deposit and discount, as well as savings banks, and it looked to the

security of depositors and safeguarded the interests of the public. It provided for a bureau in the treasurer's office, with some one in charge who should make personal examinations from time to time. It required reports to be made and published in the same manner as was required of national banks. From these statements it will be seen that the administration of Governor Bagley gave attention to affairs of business and inaugurated methods calculated for the highest public service. It was pre-eminently a business administration characteristic of its chief, a plain, unassuming, but shrewd and level-headed citizen.

One other matter of some moment was brought forward. On account of its extended coast line and vast expanse of interior lakes, fishing had been a very profitable industry. The main supply of the country, in the matter of fresh water fish, was drawn from the greater and the lesser lakes. But for years the catch had been decreasing, showing that unless something were speedily done, it was only a question of time when the industry would practically end. The artificial propagation of fish had been found practicable, and it appeared to be quite feasible to restock the lakes with the more valuable varieties, so that, with proper regulation, the life of the business could be prolonged indefinitely. With this end in view the legislature of 1873 created a fish commission. Governor Bagley appointed as members of the first commission George Clark of Ecorse and George H. Jerome of Niles. In 1874 Mr. Jerome resigned and A. J. Kellogg of Allegan was appointed to fill the vacancy. Mr. Jerome was then appointed superintendent of fisheries. The first state hatchery was established at Pokagon, and at the end of the first season it turned out five million fry which were carefully deposited in suitable waters. Several other hatcheries

O. D. Conger

were established later in various parts of the state and the business of producing young fish was carried on systematically and extensively. The fact that it has been continued and enlarged is proof that in the public estimation it has been of advantage to the state. There is abundant evidence that the waters which have been stocked, especially those in the interior, have furnished greatly increased results for the fishermen.

Governor Bagley's many and staunch political friends were desirous to see him occupy a seat in the United States Senate. The opportunity seemed to have come at the opening of the legislative session of 1881. Upon the death of Senator Chandler in November, 1880, Ex-Governor Baldwin was appointed to fill the vacancy for the unexpired term, ending March 4, 1881. It was well understood at the time that he would be content to fill out this short term, and that he would not be a candidate for the full term succeeding. Accordingly, Ex-Governor's Bagley's friends rallied to his support. The legislature was strongly republican, and it was certain that whoever should receive the nomination of the party caucus would be elected. Omar D. Conger of Port Huron was a candidate. He had occupied a seat in the lower house of congress for several terms and had proved particularly strong and ready in debate, and had established a wide reputation for his oratory and legislative influence. The caucus was a lively and exciting affair, for it was known in advance that the contest would be close. So it proved to be, for the decision turned in favor of Mr. Conger by a single vote. The result was particularly disappointing to Mr. Bagley and his friends, for the reason that the member who cast this deciding vote against him was naturally expected, by reason of location and personal friendship and political interests, to have voted the other way. But

Mr. Bagley accepted the decision gracefully and loyally supported his successful antagonist.

It soon transpired that Mr. Bagley's health was even then in a precarious condition. He survived little more than six months. He went to California in the hope that a change of climate and surroundings would be beneficial. He was suffering from disordered circulation, for which there appeared to be no remedy. He expired in San Francisco July 27, 1881. He bequeathed a sum of money with which a granite memorial drinking fountain was erected in the street on the south side of the Detroit city hall by the executor of his estate. A few of his local admirers erected a bronze portrait bust of him on a modest pedestal in the Campus Martius of his home city. This is an evidence of popular appreciation not yet accorded to any other citizen, with the single exception of Ex-Governor Pingree.

CHAPTER VII

Zachariah Chandler

THE figure which looms largest in the political history of Michigan is Zachariah Chandler. Lewis Cass, in his day, was much in the public eye. As territorial governor, United States senator, member of two cabinets, minister at the court of Louis Phillippe, and candidate of his party for president of the United States, he was conspicuous. But it is doubtful whether, with all these honors he exerted so wide an influence in the councils of the nation and in shaping the course of government upon important issues as did Mr. Chandler. The methods and characteristics of the two men were radically different. But both were active and virile and both honored the state of their adoption as few states have been honored by their representatives in public life.

Mr. Chandler was fortunate in the period of his advent. He succeeded Cass at the expiration of his term in the senate, March 4, 1857. Large questions were before the congress and the American people. Cass represented the old conservative element which was dominated by southern influence. He was disposed to conciliate the slaveholders by concessions and compromises, and to save the union by temporising. To his credit be it said that when, as secretary of state in the cabinet of James Buchanan, he saw that the south was determined to resort to the extreme measure of war, he came out squarely as a patriotic defender of the union at any hazard, surrendered his porfolio, and washed his hands of all complicity with the wreckers of the government. When the war actually broke out he took part in public meetings in Detroit to promote patriotic feeling and encourage enlistments in the army. He contributed a thousand dollars to help defray the expense of equipping

the earlier regiments which Michigan sent into the field. No citizen of the state was more urgent for a vigorous prosecution of the war to restore the union.

Chandler was the most radical of radicals. He was an anti-slavery man from the bottom of his heart. He had the courage of his convictions and did not shrink from the consequences of the policy which he advocated. There was no compromise in his nature, and in the trying times upon which the country was then so evidently entering he was the boldest of all the anti-slavery senators.

Mr. Chandler was a native of Bedford, New Hampshire, where he was born December 10, 1813. He was the second son and fourth child of Samuel Chandler and Margaret Orr. There were seven children in the family, all of whom, except one, survived to maturity. Samuel Chandler was a farmer and sufficiently well-to-do to give a college education to all his sons who wished it. All of them did, except Zachariah, who, when he reached the proper age, was given a thousand dollars by his father, with the option of spending it for an education, or as he might see fit. He passed by the college and decided upon a business career. In his youth he attended the schools of his native town, and in his fifteenth and sixteenth years attended the near-by academies of Pembroke and Derry. He afterward taught school winters in the neighboring country districts and worked on the farm during the summers.

In 1833 he entered a store in Nashua, and in September of that year he fell a victim to the fever of westward migration, then prevalent throughout New England and New York. In company with his brother-in-law, Franklin Moore, he came to Detroit, which was thereafter his home. The two appear to have had some capital, at least they had the financial backing of the father,

who made some advances which were speedily and fully repaid. Under the name of Moore & Chandler they opened a general store on Jefferson avenue near Randolph street. In the following year they removed to the southwest corner of Woodward and Jefferson avenues. In the summer of 1834 an epidemic of cholera devastated the town, but both the members of the firm and the business escaped the contagion and its disastrous consequences. 1836 the partnership was dissolved and the junior member continued the business in his own name. He applied himself with characteristic intensity and the establishment flourished from the start. As interior Michigan developed he added jobbing to his retail department, and by shrewd business judgment, both in buying and selling, his success was early achieved. This was the period of the astonishingly rapid growth and development of the state. It was also the period of speculation and wild-cat schemes to get rich quickly. Mr. Chandler tabooed specualtion and gave all the schemes a wide berth. Consequently the disastrous financial panic and depression which soon followed had no serious effect upon him. He pushed his jobbing trade in all directions and made his interior customers his personal friends, very greatly to his advantage later in life. He invested his surplus profits in productive real estate which grew rapidly in value. Some time in the '40s he changed his business to dry goods strictly at wholesale, and soon made himself independently and permanently rich.

Though actively absorbed in business, he had, nevertheless, given close attention to public affairs. He had made numerous commercial journeys through the state and had become thoroughly familiar with its resources and its industrial progress. He had made himself personally acquainted with all the men in every locality who

were prominent and influential in business and public concerns. Shortly after 1850 he began to give considerable thought to political matters. Born and bred in New England, he had early imbibed anti-slavery ideas. It may be said that these were indelibly fixed in his mind. The anti-slavery agitation then going on throughout the north found in him an ardent supporter. Since becoming a voter his ballot had been uniformly cast for the whig candidates. He took such interest in the local affairs of that party as an energetic and earnest citizen might be expected to take. In 1848 he made a few speeches in behalf of General Taylor as presidential candidate of the whigs. In 1850 he was a delegate to the whig state convention. In February, 1851, the whigs nominated him for mayor of Detroit. The campaign which followed showed clearly the characteristics and political methods of the man. His opponent was General John R. William, who had already held the office for six years and was one of the most conspicuous and popular citizens. Mr. Chandler organized his first political battle with striking system and earnestness. He made a peronal canvass of every ward and talked with voters, old and young. When the ballots were counted it was found that he had been elected by a very decisive majority. His service as mayor met with universal approval.

In November, 1852, occurred Michigan's first general election under its new constitution. Robert McClelland, who had held the office during the preceding short term, was the democratic candidate for governor. Mr. Chandler was the nominee of the whig party, and also headed the temperance ticket. But there was a split in the whig ranks and Isaac P. Christiancy was the candidate of the wing which supported John P. Hale for the presidency. With the single exception of Wil-

liam Woodbridge in 1839-40, Michigan had had an unbroken succession of democratic governors. The election in 1852 did not change the rule and Mr. Chandler went down to defeat, though he led his ticket by five hundred to four thousand votes. In this campaign he had fully manifested his personal strength and political ability. The legislature chosen at the same election was charged with the selection of a United States senator. Being strongly democratic, it chose Charles E. Stuart, though Mr. Chandler received the entire vote of the opposition. Curiously enough, four years later Mr. Chandler took his seat in the senate as the colleague of Mr. Stuart.

Political agitation was bringing more and more sharply to the front the issue between the north and the south on the slavery question. In 1854 the republican party was organized "under the oaks" at Jackson and in November of that year demonstrated its strength in the state of its birth by triumphantly electing Kinsley S. Bingham, governor of the state. Events of significance and influence followed fast and faster. The abrogation of the Missouri compromise, the arbitrary enforcement of the fugitive slave law in the north, the struggle between freedom or slavery in Kansas stirred public sentiment in Michigan, as elsewhere. Mr. Chandler threw himself into the contest with all his wonderful energy. In the campaign of 1856 he made speeches throughout the state which disclosed his sincerity of conviction, his courage of opinion, and with a plainness of expression that could not be misunderstood. In this campaign Fremont was the candidate of the party for the presidency, and he carried Michigan by nearly twenty thousand plurality. The republican state ticket was elected and the legislature was republican by a majority on joint ballot of seventy-two. That legisla-

ture chose Mr. Chandler United States senator to succeed General Cass.

Of the members of the senate which Mr. Chandler then entered, the most prominent on the northern side were Stephen A. Douglas, Lyman Trumbull, Charles Sumner, Henry Wilson, W. P. Fessenden, Hannibal Hamlin, William H. Seward, Simon Cameron, Benjamin F. Wade; on the southern side were Jefferson Davis, Robert Toombs, Judah P. Benjamin, John Slidell, Samuel Houston, R. M. T. Hunter, James M. Mason. Preparations for the dissolution of the Union were already in a forward state, under the manipulations of the rule-or-ruin representatives of the south. It was then evidently idle to talk further of conciliation or compromise. Mr. Chandler was convinced that it was the settled purpose of the statesmen of the south to carry that section out of the Union, and that the longer the crisis was delayed the greater would be the difficulties of suppressing the rebellion. No one now believes that he desired to see a war precipitated upon the country. While he did not covet bloodshed, he was not afraid of it. There were those on his side of the question who showed symptoms of vacillation and moral cowardice, but his attitude was clear and positive and did much toward invigorating northern sentiment. Southern senators had been in the habit of bullying and brow-beating their opponents. They showed a swaggering and threatening attitude which too often was effective in accomplishing its purpose. This sort of tactics was not acceptable to Mr. Chandler in any sense of the word. His plan of action was the simple, characteristic one of meeting threats with defiance, and treason with all the necessary force to suppress it.

The troubles over Kansas were at the front when Mr. Chandler entered the senate. His first set speech was

brought out by the plan of the southern senators to force the acceptance of the Lecompton constitution upon the people of Kansas. In this speech he struck straight from the shoulder. He said, "The old women of the north who have been in the habit of crying out, the Union is in danger! have passed off the stage. They are dead. Their places will never be supplied, but in their stead we have a race of men who are devoted to this Union and devoted to it as Jefferson and the fathers made it and bequeathed it to us. Any aggression has been submitted to by the race who have gone off the stage. They were ready to compromise any principle, anything. The men of the present day are a different race. They will compromise nothing. They are union-loving men; they love all portions of the Union; they will sacrifice anything but principle to save it. They will, however, make no sacrifice of principle. Never! Never! No more compromises will ever be submitted to to save the Union. If it is worth saving, it will be saved. The only way that we shall save it and make it permanent as the everlasting hills will be by restoring it to the original foundations upon which the fathers placed it. I trust in God civil war will never come; but if it should come, upon their heads, and theirs alone, will rest the responsibility for every drop of blood that may flow." Referring to this speech, the New York Courier and Enquirer said, "The speech of Mr. Chandler places him among the first debaters of the country. No more unanswerable exposition of the usurpation in Kansas has been made."

In the same year came the Dred Scott decision which added fuel to the flame throughout the north. In this decision the majority of the court held that negroes had no rights which white men were bound to respect; that as a principle of law neither emancipated slaves nor

their descendants were entitled to claim the rights which the constitution guarantees to citizens of the United States, and that under the constitution acts excluding slavery from the territories were not valid. To the people of the already inflamed north this decision was a tremendous irritant. Of it Mr. Chandler said, "What did General Jackson do when the supreme court declared the United States bank constitutional? Did he bow to it? No! He said he would construe the constitution for himself. I shall do the same thing. I have sworn to support the constitution of the United States, and I have sworn to support it as the fathers made it, and not as the supreme court has altered it." Events followed fast. The John Brown raid at Harper's Ferry in the autumn of 1859 made a most profound sensation throughout the country. Speaking upon this affair Mr. Chandler said, "John Brown has been executed as a traitor to the State of Virginia, and I want it to go upon the records of the senate in the most solemn manner to be held up as a warning to traitors, north, south, east, west. Dare to raise your impious hands against this government, its constitution and its laws, and you hang. Threats have been made year after year for the last thirty years, that if certain events happen this Union will be dissolved. It is no small matter to dissolve this Union. It means a bloody revolution or it means a halter."

Of like tenor were the speeches of Sumner, of Wade, of Fessenden, of Cameron. It should also be remembered that the southern senators had not been accustomed to this sort of talk and that there was a strong southern element which was disposed to show its displeasure by physical assault and challenges to mortal combat. Senator Sumner had been stricken down in his place in the senate by a southern member of the house.

Horace Greeley had been assaulted on the capitol grounds by a representative from Arkansas. Senator Chandler had physical as well as moral courage and was ready to expose his very life for principles which he believed to be right. If it were necessary to defend his person with fist, or bludgeon or pistol, he was prepared for attack. These incidents show the character of the man and the part he bore in the turbulent and exciting events in the senate immediately prior to the breaking out of the civil war. There was hot blood upon both sides, but of one thing the evidence was most clear—Senator Chandler could not be bullied nor cowed.

Hannibal Hamlin sat in the senate during the whole course of Mr. Chandler's term, excepting the four years when he was vice president, and was warmly attached to him. Charles Eugene Hamlin, grandson of the great senator, in his biography of the latter says: "The entrance of Chandler, Doolittle, Trumbull, into the senate signalized the downfall of hunkerism in the great northwest. Chandler himself dethroned the king of the northern hunkers, General Cass, and Michigan was now a permanent republican state. No man in the senate better embodied the resolute, aggressive and progressive republican spirit of the northwest than Zach. Chandler, as he was commonly called. He made himself felt the first day he took his seat in the senate, and the little group of republicans knew that a champion after their own hearts had come among them." After the inauguration of Lincoln, when he was pursuing a policy of inactivity, and there was, even among the most radical republicans, great doubts whether the south would actually proceed to extreme measures, southern members of congress were still spouting treason in the capitol, Chandler was furious over the dilatory tactics of the president. He urged the arrest of Breckenridge,

Wigfall and others of that class, and always insisted that this course of action would have stemmed the tide of secession in Virginia, North Carolina, Tennessee, Kentucky. When the war was actually on, Senator Chandler was one of the foremost advocates of its vigorous prosecution. The day after the first battle of Bull Run, he with Senator Sumner and Vice President Hamlin, called upon Mr. Lincoln and urged him to free and arm the slaves, as a war measure. Such a course, he urged, was justified by the act of the slaveholders in rebelling against the government. He maintained that it would plunge the south into confusion and help to topple the confederacy to the ground. Mr. Chandler was named as one of the senatorial members of the committee on the conduct of the war and as such served until its close. Mr. Wade, chairman of this committee, and Mr. Chandler were deeper in the confidence of the president and secretary of war than any other men in congress. Differences of aim and opinion among them were very rare. The sessions of this committee were almost continuous, and there can be little doubt that its services to the administration and to the country were inestimable.

Mr. Chandler had an active share in formulating the reconstruction measures which were passed by congress after the close of the war. He was specially insistent upon conferring the right of suffrage upon the negroes, as a measure of their political self-defense against their former masters. He would have been glad to see condign punishment inflicted upon those southern leaders who were responsible for secession and the war. He was intensely antagonistic to the policy of conciliation and amnesty pursued by President Johnson, and denounced in scathing terms the reactionary governments set up by the president in the lately seceeded states.

Then followed the stubborn contest between the congress and Mr. Johnson, in which Mr. Chandler was one of the most bitter of the irreconcilables.

Mr. Chandler entered upon his third senatorial term on the day of the inauguration of General Grant, March 4, 1869. The exciting issues of the war and reconstruction had then passed. In 1873 the matter of finances became the most important public question. The shrinkage of values, commercial collapse, and consequent industrial stagnation, were disastrous to the business interests of the country. Mr. Chandler's position in the prolonged controversy over the financial problem was clear and consistent. He contended for rational finance and public honesty without wavering in the face of the strongest opposition, and without any departure from sound doctrine.

In the election of 1874 the money question alienated many votes from the republicans; the prohibition movement took on fresh vigor, with the result in Michigan, of serious inroads upon the republican vote. In the legislature of 1875 the republican majority on joint ballot was only ten. Mr. Chandler came forward as a candidate before this legislature for a fourth term. His positive qualities, aggressive methods, and a long career in public life, had naturally provoked antagonisms. These showed themselves in the canvass for the senatorship. In the republican legislative caucus Mr. Chandler received fifty-two votes to five for three other candidates. In the natural order of things this should have given him the united support of his party. But there were six republicans who had refused to enter the caucus or to be bound by it. These six recalcitrants formed a coalition with the democratic opposition, with the result that when it came to a joint ballot the solid opposition defeated Mr. Chandler and elected by a narrow margin

Isaac P. Christiancy, then a member of the state supreme court. The latter had been commonly regarded as a republican, though on some minor issues he had felt free to criticise the policies of the party.

In the following October General Grant called Mr. Chandler into his cabinet as secretary of the interior, and in this position he served until the end of General Grant's term. In the presidential campaign of 1876 Mr. Chandler served as chairman of the republican national committee. The result of the vote on electors, as between Hayes and Tilden, was left in grave doubt by the returns. It was then that Mr. Chandler, by virtue of his position at the head of the committee, stiffened the backbone of the republican leaders by claiming everything and conceding nothing. The most exciting episode in the history of the country proved to be the unsettled and disputed returns of the electoral canvass. It is a matter of so familiar history that it is not worth while repeating it here. But the device of an electoral commission, which resolved the tangle and gave to Mr. Hayes a clear title to the presidential office, was unquestionably due to the position taken by Mr. Chandler and the firmness with which he held to it.

In the winter of 1879 Senator Christiancy's health having become impaired, it seemed to be necessary for him to seek rest and a milder climate. The president offered him the choice of the mission to Berlin, Mexico or Lima, Peru. He chose the last mentioned and resigned his seat in the senate. The Michigan legislature then in session promptly elected Mr. Chandler to fill the vacancy. In February, 1879, he again took his seat in the senate. Within a few days thereafter he made what was probably the most memorable speech of his senatorial career. The question of pensions to veterans of the Mexican war was up and an amendment

A. P. Christiancy

was offered to exclude Jefferson Davis from the benefits of the act. Upon this, several of the southern senators eulogized Mr. Davis and lauded him as one of the greatest and noblest of American soldiers and statesmen. Mr. Chandler's indignation was stirred to the highest pitch by this fulsome praise. Without preparation or premeditation he launched a phillippic which might serve as a model of forensic oratory. The words were well chosen, the construction simple, the statements literally true. The effect was felt throughout the country.

Mr. Chandler took an active part in the campaign of 1879, as he had in many campaigns before. His speeches were made in Maine, Massachusetts, New York, Ohio, Wisconsin, Illinois. He closed with a powerful address in Chicago on the evening of the last day of October. He retired to his room at the Grand Pacific Hotel at a late hour. The next morning he was found dead in his bed, having suffered a stroke of apoplexy which cut off his life without warning. His body was laid to rest in Elmwood cemetery, Detroit, with evidences of most profound sorrow, coming not only from his own friends and neighbors, but from all parts of the country.

CHAPTER VIII

The Greenback Craze Sets In

THE necessity for raising money to carry on the operations of the civil war and to pay the soldiers in the field led congress to authorize the issue of a great quantity of treasury notes, or greenbacks, as they were commonly called. These were of small denominations and passed current among the people as money. Four hundred and fifty million dollars of these notes were issued, and they were declared by law legal tender for all debts, public or private except customs duties and interest on the public debt. Under the influence of this currency gold wholly disappeared as a circulating medium. The government was anxious to get back to a specie basis at the earliest possible moment, regarding greenbacks not as money, but as a debt, or promise to pay, a forced loan. The administration held that the function of issuing notes to be used as money should belong to the national banks, and should not be exercised by the government as a permanent policy. Accordingly the congress authorized the calling in and cancellation of the greenbacks, and the issuing of interest bearing bonds to redeem them. The secretary of the treasury, believing the greenbacks to be unconstitutional and that the country should be brought to a gold basis at the earliest moment, took advantage of this legislation to retire the greenbacks to the full limit authorized.

This policy aroused strong opposition in the congress and in the country. Disordered markets and fall in prices were attributed in the public mind to the contraction of the currency. As a further result, the interest bearing debt was largely increased by the issue of bonds and there was great clamor against withdrawing currency, which drew no interest, and piling up debt, which was a public burden. It was this opposition which post-

poned for six years all serious efforts for the resumption of specie payment, and brought out the fiat money party. The panic of 1873 and the hard times resulting therefrom led to still further demands for the issue of treasury notes, and the veto by President Grant of a bill providing for an increase, stirred up a feeling, especially through the western states, which threatened disaster to the dominant republican party. Coupled with the question whether the government should issue the circulating medium of the country was the other question whether the bonds should be paid in greenbacks or coin. By the law they were payable in "lawful money." The bonds issued by Secretary McCullough in 1867 were made payable in coin. Here was ground for argument that the whole scheme of the government was in the interest of the moneyed class, who had invested in the bonds, and at the expense of the heavily burdened and tax-ridden people. It was said that the money which was good enough for the soldier, who had risked his life, was good enough for the bondholder, who had risked nothing, not even his gold, except at great odds; that the government securities were made so profitable that capitalists would put their money into them, rather than into business, and so the people suffered. The bankers were getting rich while industrial pursuits were being crushed.

The purpose of the greenback party was to defeat the machinations of the moneyed interests, and to save the greenback, the money of the people. Its first platform in 1876, demanded the immediate repeal of the specie resumption act and the rescue of our industries from the ruin and disaster resulting from its enforcement. The greenbackers believed in "fiat money," that is, that the government by its fiat shall declare what is money for the people of the country, and whether it be engraved

paper notes or pine shingles, it is money, if the government so declares it. The greenback idea of money had tremendous influence on politics and parties which did not cease when the greenback party, as such, had faded wholly away. Its warmest champions were found among the rural folks in the middle west. It has been the subject of many an animated debate at the cross-roads country store. The theories and arguments of the greenback party have been perpetuated in the populist, the union labor and the free coinage of silver parties, even to quite recent times.

In the general election of 1876 the greenbackers cast eighty-one thousand votes for Peter Cooper, their candidate for president of the United States of which nine thousand were cast in Michigan. William Sparks, the greenback candidate for governor, received eight thousand two hundred and ninety-seven. Two years later, Henry S. Smith, their gubernatorial candidate, received seventy-three thousand three hundred and thirteen, which was within five thousand of the total democratic vote. This is an indication of the rapid growth of the support of the greenback doctrines. The party survived as an organization barely ten years, but in that time it upset many political calculations, and in 1882, by fusion with the democrats, carried the state ticket in Michigan.

At the election of 1876 the question of striking from the constitution the prohibition clause was finally carried by a majority of over eight thousand. This settled a long drawn-out controversy. It was very gratifying to conservative temperance men generally. Under prohibition, in most towns, especially the more populous ones, saloons had run wide open and without restraint. No law will enforce itself, and the officials charged with the enforcement of law will neglect their duties unless backed by a strong public sentiment. There was no

such sentiment regarding the liquor law. With the striking out of the prohibition clause an era of regulation of liquor selling was inaugurated. A very large number of persons wholly opposed to dram drinking and dram selling had come to see that public sentiment could not entirely suppress them by law. It was therefore, considered wise to yield to the inevitable, and by regulation and restraint overcome the evils of the saloon, so far as practicable. It is but the truth to say that this policy has been found wisest in practice and is now almost universally acquiesced in. The rigid provisions of law are strictly enforced in most places, and fairly well enforced in all, while the heavy saloon tax furnishes funds which go far in relieving many communities from financial burdens.

Michigan appears to have had a good deal of trouble with her constitution, first and last. Scarcely was there a session of the legislature when various propositions for its amendment were not brought forward. Some of these passed the legislature and were submitted to the people. More often than otherwise they were rejected. We have already noted the failure of the complete revision of 1867. In 1873 the matter came up again. The legislature provided this time for a commission, consisting of two members from each congressional district, or eighteen in all, appointed by the governor. This commission assembled at the capitol August 27 and continued in session until October 16 following. Sullivan M. Cutcheon of Ypsilanti was chairman, and Henry S. Clubb of Grand Haven was secretary. The instrument formulated by this commission was submitted to the people at the spring election of 1874 and was rejected by an overwhelming majority. There were nearly thirty-nine thousand votes in its favor to one hundred and twenty-four thousand votes against. This was the sixth

Thomas M. Cooley.

constitutional convention. The first was held in January, 1835. The second and third were held respectively in September and December, 1836, and had to do merely with the boundary question in connection with admission of the state. The fourth was held in 1850 and prepared a constitution which proved so satisfactory as a whole that it stands to this day, with divers and sundry amendments.

Charles M. Croswell of Adrian, served two terms as governor, from 1877 to 1881. During his first term the other state officers were, Alonzo Sessions, lieutenant governor; Ebenezer G. D. Holden, secretary of state; Wm. B. McCreery, treasurer; Benjamin F. Partridge, commissioner of land office; Ralph Ely, auditor general; Horace S. Tarbell, superintendent of public instruction; Otto Kirchner; attorney general. During the term 1879-80, the officers were the same, except that Wm. Jenney was secretary of state; Benjamin D. Pritchard, state treasurer; W. I. Latimer, auditor general; James M. Neasmith, commissioner of land office; Cornelius A. Gower, superintendent of public instruction. Mr. Croswell was a native of Newburgh on the Hudson, where he was born October 31, 1825. He migrated when twelve years old to Adrian, which was ever after his home. He learned the trade of carpenter and at the age of twenty-one began the study of law. He entered upon the practice of that profession and was in partnership with Thomas M. Cooley until the latter was elected to the supreme bench. He was secretary of the convention at Jackson in 1854, which organized the republican party. He was register of deeds of Lenawee county, city attorney and mayor of Adrian. He sat in the state senate in 1865 and 1867. He was chairman of the constitutional convention of 1867 and speaker of the state house of representatives in 1873. As a senator

he drafted the act ratifying the thirteenth amendment to the federal constitution. Capital punishment was abolished in the early history of the state. Scarcely a session of the legislature has passed however, that the issue has not again been raised. Some advocate of judicial killing of his fellow man has always been on hand. But there was never any serious effort to restore the death penalty but once, and then it would probably have succeeded had it not been for the tireless and powerful opposition of Mr. Croswell. The popular vote on the state ticket in 1876 was: one hundred and sixty-four thousand for Croswell, one hundred and forty-two thousand five hundred for Wm. L. Webber, democrat. In 1878 the vote stood: one hundred and twenty-six thousand three hundred for Croswell, seventy-eight thousand five hundred for Orlando M. Barmes, democrat, and seventy-three thousand three hundred for Henry S. Smith, greenback.

One of the most exciting matters which came before the legislature of 1877 and which drew out lively comment throughout the state, was the investigation of the chemical department of the state university. Very soon after the convening of the legislature there came to its attention rumors of embezzlement and crookedness which could not be ignored. There was some hesitancy on the part of the legislature in undertaking an investigation, for the reason that the affairs of the university are in the hands of the regents, who are elected directly by the people and are in no sense subject to legislative control. But the regents coincided with the popular demand for an investigation and formally requested the legislature to thoroughly inquire into the whole case.

Dr. Silas H. Douglas was at the head of the chemical laboratory and Dr. Preston B. Rose was his subordinate. The cost of chemicals used in necessary experi-

ments was charged to the students themselves. It had been the practice to collect in advance from each student a definite sum, large enough to cover all probable cost, and to keep an account of the same, refunding to him any balance which remained unexpended at the close of his course. The chemicals were bought at wholesale prices out of university funds, and the moneys collected from students were turned into the university treasury. These financial transactions were in the hands of Dr. Douglas, who had been at the head of the laboratory from its foundation. At the outset, there were few students and the money involved was trifling. Dr. Douglas was a scientist, absorbed in his profession and his teaching duties, and was wholly without business training or experience. So the handling of the moneys in this department was conducted without that system which is indispensable to a clear accounting. Small at first, the sums involved grew to be considerable in amount, as the number of students engaging in laboratory work rapidly increased. While the course pursued by Dr. Douglas might have been sufficient for the purpose in the beginning, it was wholly inadequate after the class had become very large. Matters were still further complicated by the fact that Dr. Rose, as assistant to Dr. Douglas, had handled some of the student deposits and there was no clear line of responsibility as between the two.

This was the snarl which the joint investigating committee of the legislature was called upon to untangle. The committee took testimony at Ann Arbor and held meetings in Lansing from time to time until near the close of the legislative session. The testimony taken was voluminous and was afterward printed, by order of the legislature. A side issue which had much to do with the matter grew out of the personal interference of

Rice A. Beal, publisher of the Ann Arbor Courier. He had become involved in some controversies with leading members of the university faculty, and seemed to consider that his interests lay in championing the cause of of Dr. Rose as against Dr. Douglas. He was a man of considerable vigor and morbid pertinacity, and the result of his course was the injection of more or less bitterness which, but for him, would never have arisen. The joint committee made its report near the end of the session. But this report cleared up nothing. The committee contented itself with simply submitting the testimony without recommendations or conclusions, except that they found no criminal conduct on the part of any one. They were not able to explain the discrepancies in the testimony nor in the accounts. The whole matter, so far as one may judge, resolved itself into carelessness or lack of method in the handling and accounting for numerous small items and numerous individual cases. The result of the unpleasant affair was to prejudice the members of that legislature to some extent against the university. But its influence was quite ephemeral.

The matter was pursued by the board of regents after the adjournment of the legislature. A bill for accounting was filed in chancery against Dr. Douglas, and suit for recovery of moneys misappropriated was begun against Dr. Rose. Upon this latter a judgment of five thousand dollars was entered. This was afterward settled by Beal, who furnished the means with which to erect the museum building and also bought and presented to the university the Steere collection of natural history, a very valuable collection which had cost Mr. Steere much time and money. Rose shortly afterward resigned from the faculty and left the state. The suit against Dr. Douglas was discontinued by the regents.

A measure was brought forward at this session of the

legislature to provide for a reform school for girls. Under it a commission was appointed to consider the whole question and to report to the next legislature. The result of this movement was the establishment of the school at Adrian. The first board of managers of this institution consisted of Mrs. S. L. Fuller of Grand Rapids, Mrs. C. B. Stebbins of Adrian, Miss Emma Hall of Flint, Messrs. James McMillan of Detroit and Charles R. Miller of Adrian. The provisions of the law under which it was organized were similar to those of the reform school for boys at Lansing. A large tract of land was secured beautifully located in the outskirts of Adrian and suitable buildings were erected thereon. Employment and instruction were provided. The purpose and intention were to reform wayward young girls, to establish in them moral principles, habits of cleanliness and decency, right ways of living and thinking, to rescue them from depraved environment and to find homes for them in good families in rural communities, where they might grow up to lead useful and honorable lives. The school has fully justified the efforts of its founders.

A drastic measure to prevent railroad strikes, introduced in the house by F. A. Baker of Detroit, was passed and remained on the statute books several years, but was finally repealed through the influence of union labor agitators. This law made it an offense punishable by imprisonment not exceeding two years, to obstruct the regular operation of railroad trains. A conspiracy between two or more individuals to hinder railroad operation subjected all engaged in it to the same penalties. This law certainly accomplished its object, for while there were railroad strikes and their accompanying violence on every side, there were none in Michigan during the existence of the law. But the la-

bor element finally mustered sufficient political strength to secure its repeal. It was an example of what might be done by law makers who had the courage to do their duty to put an end to lawless and destructive riots of strikers and their sympathizers. The walking delegate has been responsible for many evils, but it must be said that the state has been remarkably free from disturbances due to strikes among laborers of every class.

A scheme of savings and loan associations, or building societies, as they were commonly called, advocated by Amos Fayram, an accountant of Detroit, was enacted by the legislature. The plan worked out successfully in practice. It provided a method by which wage earners and persons of limited incomes could invest their earnings in small sums on monthly payments and receive dividends therefrom. They could also borrow for building purposes upon mortgages upon their real estate at a low rate of interest, the money being drawn as required to meet contract payments, and the monthly deposits of a certain rate per share to apply on principal as well as interest. The stock matured when the payments and earnings reached the par value of the same. The holder was then paid off in full a lump sum in cash. It was a good investment for any who could lay by a small sum monthly, and it was good for the borrower who found it convenient to make monthly payments upon a mortgage. It encouraged thrift among workers for wages. A number of such societies were organized and where there was careful management they were uniformly prosperous. They served a good purpose among a class of persons to whom habits of saving were of the utmost value. A few years later these societies, having become an established feature of banking, were placed under the general supervision of the secretary of state, who made periodical examinations of the same.

There was also legislation requiring all life insurance policies to be non-forfeitable after three payments; also requiring the publication of all bank statements. The legal rate of interest was reduced from ten to seven per cent., and at the session in the following year it was further reduced to six per cent., with a provision limiting the contract rate to eight per cent. A commissioner of mineral statistics was provided for and Charles E. Wright of Marquette was appointed to the position. The saloon question occupied much of the time of the session, as it has of most legislative sessions for a generation or longer. The result in this instance was a tax of one hundred and fifty dollars annually upon the retail sellers of liquors and fifty dollars upon those selling beer only. At the following session these sums were increased to two hundred and one hundred respectively, and there the tax remained for a number of years.

In April 1879 the common council of Detroit voted to buy Belle Isle situated in the river directly opposite the upper portion of the city. This matter, which had been agitated for some time, met with great popular favor. The island is seven hundred acres in extent. The price agreed upon was two hundred thousand dollars, which was generally conceded to be much below its real value. For manufacturing or business purposes it would unquestionably have brought at that time much in excess of the sum paid. The legislature promptly passed an enabling act authorizing the city to issue its bonds to pay for the island as a public park. At the same time it also passed an act authorizing the city to establish a boulevard and creating a park and boulevard commission for the city. The boulevard thus projected started from the river at the approach to the bridge contemplated to be built to Belle Isle. It ran northerly for some distance and then swept around the north side

of the city in territory outside the limits and some three or four miles back from the river, and again approached the river near the then westerly limits. This roadway was laid out two hundred feet in width, and there were special regulations with reference to its use and improvement. It has since been macadamized and parked in the middle or upon the sides. It now forms one of the most attractive features of the park system of the city.

In April of this year of grace 1879, it was announced that Edison had established the success of his incandescent electric lamp. This revolutionized the lighting of interiors which had hitherto depended upon foul smelling and atmosphere vitiating gas. We at this day can scarcely realize the discomforts and deleterious effects of gas consumption, especially in public halls and theatres. It may be noted in passing that, though not a native of Michigan, Edison spent his early life, and made his first successful inventions in the state.

At the biennial election in 1880, David H. Jerome of Saginaw, was chosen governor by a vote of one hundred and seventy-eight thousand, nine hundred and forty-four, to one hundred and thirty-seven thousand, six hundred and seventy-one for Frederick M. Holloway, democrat, thirty-one thousand and eighty-five for David Woodman, greenback. When Mr. Jerome assumed his duties as governor in January, 1881, the other state officers associated with him were Moreau S. Crosby, lieutenant governor; William Jenney, secretary of state; B. D. Pritchard, state treasurer; W. I. Latimer, auditor general; James M. Neasmith, commissioner of land office; Jacob J. Van Riper, attorney general; Cornelius A. Gower superintendent of instruction. Governor Jerome was a native of Detroit, where he was born November, 1829. His father died soon afterward and his mother

removed to central New York, where she remained five years, returning then to Michigan and settling at St. Clair. Here the son received his education in the common schools. After reaching his majority he went to California and engaged in gold mining in the mountains with fair success for a year or two. Returning to Michigan he settled at Saginaw, west side, and in 1855 commenced business as a general merchant, afterward giving attention exclusively to hardware. He prospered and built up a considerable fortune. He was elected to the state senate in 1862 and again in 1864 and 1866. He served six years as chairman of the committee on state affairs. He vigorously opposed railroad aid and supported Governor Crapo in his vetoes.

During 1865-6 he was military aid to Governor Crapo and was afterward president of the state military board until 1873. During the war he raised the Twenty-third regiment of infantry and was commissioned its colonel, but did not go into the field. He was a member of the constitutional commission of 1873 and chairman of its committee on finance. In 1875 he was commissioned by President Grant a member of the board of United States Indian Commissioners. In his official capacity he visited nearly all the uncivilized Indian tribes of the west and was influential in the settlement of land difficulties in the Rocky Mountain states.

During his administration of a single term as governor there were some important events, chief of which was the transfer to the general government of the St. Mary's Falls ship canal. This canal had been built by the state from the proceeds of a grant of lands made by the United States for the purpose. A small tonnage tax had been levied to pay the running expense. But the commercial marine had developed so rapidly that already there were clamors for the enlargement of locks.

The transfer relieved the state of all responsibility and expense in connection with the canal. It also relieved the shipping interests of all tonnage dues, and resulted in the early building of greatly enlarged locks.

About this time arrangements were made for a thorough compilation of the laws, for which service Judge Andrew Howell was employed. In this year by the extension of the Jackson, Lansing and Saginaw railroad northward to the Straits of Mackinaw, and the opening of the Detroit, Mackinaw and Marquette railway the two peninsulas were for the first time connected by rail. This marked an epoch in the commercial development of the state, which had long been anticipated with deep interest.

An event of the time which excited a profound sensation throughout the state was the Crouch tragedy. It occurred on the night of the 21st of November, 1883, in a rural neighborhood not far from the city of Jackson. On that night four persons in the Crouch homestead were shot to death in their beds as they slept. These were all the inmates of the house at the time, except two, the domestic and the colored stable boy, the former of whom heard nothing of the shooting, while the other was so frightened that he hid in a closet and did not venture out until morning. The night was stormy and tempestuous, causing windows to rattle and the old house to shake, which may account for the failure of the domestic to be awakened by the shooting. The murdered persons were Jacob D. Crouch, the wealthy owner of the premises, aged seventy-four; Moses Polley, aged twenty-three a cattle buyer from Pennsylvania, who had come to the farm that evening in the line of his business and was merely stopping for the night; Henry D. White, son-in-law, and his wife, daughter of Jacob D. Crouch, and her unborn infant. With the

exception of Mrs. White, none of the victims, apparently, were awake when shot. She had evidently struggled with the assassin and was shot in several places, while all the others were shot only in the head. The only traces which the murderers left behind were tracks in the soft earth at the corner of the house, as though some person had been standing there to watch, and footprints leading away from the house back toward the orchard.

At first, suspicion fell upon some Italian laborers employed on railroad construction in the neighborhood. But as nothing about the premises was disturbed, and money which the cattle buyer had was found intact, it was evident at once that the motive for the crime was not robbery. Detectives were employed to ferret the mystery. As time elapsed and no more plausible theories were advanced, the impression gained ground that members of the family were concerned in it. Jacob D. Crouch had a considerable estate, and as he was well along in years, it appeared to be understood in the family that the bulk of it was to go to Mrs. White, the daughter, who had been his housekeeper since the death of his wife, twenty years before. Here was a motive to put the old man and his daughter out of the way, and the theory was that the murder of the others was merely an incidental necessity. This motive involved the most atrocious and cold blooded villainy conceivable on the part of human beings. For this reason the public hesitated to accept the suspicion. The remaining members of the family were a son in Texas and a son, Judd Crouch, living in Jackson, and a daughter, the wife of Dan Holcomb, a well-to-do farmer living within a half mile of the Crouch homestead. All these people had good reputations in the community. Events soon shaped

themselves in such way that suspicion was fastened upon Judd Crouch and Dan Holcomb.

Matters were brought to a focus on February 5th, when James Foy committed suicide in the Crouch farm house by shooting himself in the head with a pistol. Foy was a drunken, good-for-nothing fellow, who had been employed for some time as a farm hand by Holcomb. After his death it was recalled that the scene of the murder seemed to have a strange fascination for him, and that he was voluble in explaining to visitors how the thing was done, saying that three persons were concerned, one of whom stayed outside to watch while, of the other two, one shot Crouch and Polley, and the other shot the Whites; that all were killed in their sleep but Mrs. White, who was awake and fought desperately for her life. His description was so vivid that it began to be believed that he was describing from actual knowledge, and this belief was strengthened by his suicide. Within less than a week thereafter, Galen Brown, a detective who had been employed in gathering evidence was mysteriously shot, though not fatally so, by a man whom he identified as Judd Crouch. Then Holcomb and Judd Crouch were arrested and tried for murder.

The evidence upon the trial was entirely circumstantial. Judd Crouch walked with a limp, one leg being slightly shorter than the other. The tracks in the soft earth leading to the orchard indicated a limping man. There were found on Judd Crouch pistol bullets of the same size as those found in the bodies of the victims, which were thirty caliber. The pistol with which Foy killed himself was of the same caliber. The purchase by Holcomb of a pistol of the same size was shown, and it was found in his possession. This was about the extent of the incriminating evidence, and some of it, respecting the pistols and bullets, was explained away by

the defense. The jury was not able to satisfy all its reasonable doubts, and so disagreed. No further efforts were made in the case.

CHAPTER IX

The Opposition Ticket Wins

FROM the organization of the republican party in 1854 to the biennial election of 1882, a period of twenty-eight years, that party had been uniformly successful in the election of its candidates upon the state ticket. Although the population had increased many fold, the characteristics of immigrants appear to have been pretty fairly uniform, for the balance of political power held along about the same level through all the years. The great question of slavery, the civil war, and the problems growing out of them, determined the political opinions of a great majority of the voters. These questions were now receding and new phases of civil administration were at the front. As has been already explained, the money problem raised new issues. Upon this there was a large defection from the republican ranks.

The grangers had become impressed with the belief that the farmer was not getting his share of the results of his toil. The agriculturists complained that the middle man was absorbing too much and that the railroads were cutting deep into the profits which should be theirs. Accordingly numerous granges, or farmers' societies, were organized in the rural communities throughout the state. This was a crude attempt to master the economic problems which faced them. The farmer and his wife and children worked early and late at the hardest of manual labor. Before he could get his crops to market and realize on their sale, he saw the railroads exacting a heavy toll for the enrichment of the capitalist who had his money invested in railroad stocks and bonds, and who lolled in a sumptuously furnished office and did no harder work than clipping coupons from bonds. He saw that after the railroad had taken its profit out of him, the middle man, or selling agent, took a good

sum as a commission for doing the business. This latter individual had no capital invested and took no chances. His profit was simply so much deducted from the proceeds of the sale, and the balance was turned over to the farmer.

The grangers undertook to cut out the middle man by organizing to dispense with his services. This was really the beginning of organizations to control the economic situation. It is a curious commentary on the malevolence of fate that this initial effort on behalf of the most deserving element of the community should have been the least successful of all such modern organizations. Granges still exist, but they are little more than social societies for the pleasure and entertainment of their rural patrons. In the days of their greatest strength, the granges had undertaken to secure reduced rates for railroad transportation. An examination of the records of several legislatures will show the repeated introduction of measures for the relief of shippers. But it does not appear that they were successful, to any great extent. The railroads found it easy to give rebates to the Standard Oil Company and other large shippers, especially when competition among themselves was involved, but they determined that their interests lay in maintaining a powerful lobby at the capitol to counteract the grange influence. In this manner there came about a very strong popular prejudice against railroads. Though these were indispensable to the building up of the interior of the state, there was somehow a feeling, especially in rural communities, that they were getting more money than they were entitled to, and that they were not bearing their due share of the burdens of taxation. We shall see that this condition of mind prevails widely throughout the state, even to this day, and that efforts to bring the roads to what is considered an equit-

able basis of just sharing of profits and burdens have not been realized.

It was this rural discontent with the situation and the belief that somehow the republican party was playing into the hands of the moneyed interests that led so many to break away from it on the greenback issue, and to join the opposition variously known as nationals, greenbackers, populists, etc. In the campaign of 1882 Governor Jerome was put forward as a candidate for a second term. The democratic and greenback elements succeeded in setting up a fusion ticket, with Josiah W. Begole of Flint, as its candidate for Governor. At the election Jerome received one hundred and forty-nine thousand and seven hundred votes, Begole one hundred and fifty-four thousand four hundred and fifty; D. P. Sagendorf, prohibition, six thousand seven hundred and fifty, and Waldo May, national, two thousand. Begole's plurality over Jerome was four thousand seven hundred and fifty. The other state officers elected at the same time, all on the republican ticket, were, Moreau S. Crosby, lieutenant governor; Harry A. Conant, secretary of state; Edward H. Butler, treasurer; William C. Stevens, auditor general; Minor S. Newell, commissioner of land office; J. J. Van Riper, attorney general; Varnum B. Cochrane, superintendent of public instruction. The plurality of these over the opposition candidates ranged from eight thousand five hundred to fourteen thousand. Mr. Cochrane shortly after resigned and Henry R. Gass was appointed in his place.

Governor Begole was an anti-slavery man before the war and joined the republican party at its organization. He served his county as treasurer eight years and was a member of the state senate of 1871-72. He was a member of the republican national convention in 1872 and was upon the committee appointed to notify General

Grant of his renomination to the presidency. He was elected a member of the forty-third congress and served upon several important committees. He favored the remonetization of silver, the currency bill and other similar measures, and so found himself in the greenback camp. It was these views which secured him the nomination for governor by the greenbackers, which being supported quite generally by the democrats, led to his election. His administration afforded very little satisfaction to the democrats, from a partisan point of view. Fusion was tried several times later, but met with no success, except at the election of judges of the supreme court and regents of the university. In April 1883, John W. Champlin was elected to the supreme bench for the full term, and Thomas Sherwood to fill the vacancy caused by the resignation of Judge Isaac Marston. At the same time Arthur M. Clark and Charles J. Willett were chosen regents of the university for the full term. Again in 1885 the fusionists succeeded when Allen B. Morse was elected to the supreme bench to succeed Thomas M. Cooley, who was defeated for re-election, and Charles R. Whitman and Moses W. Field were chosen regents.

Judge Cooley had made a national reputation by his writings upon legal subjects, especially by his great work upon "Constitutional Limitations," and by editing the "Blackstone Commentaries" for modern use. He was widely recognized as one of the leading jurists of the country, whose name would long be held in honor. His defeat for re-election was, therefore, a great humiliation to his friends. But it simply showed the fickleness of popular favor. The causes which led to it were strictly ephemeral and outside the question of his fitness and integrity. Although differing politically, President Cleveland rose above partisanship sufficiently to recog-

L. M. Begole

nize the great qualities of Judge Cooley and placed him on the Inter-State Commerce Commission. In this position his marked abilities still found field for exercise for several years. His decisions upon the bench and in the commission are ranked among the highest authority upon the questions which they discuss.

Governor Begole was a native of Livingston county, New York, where he was born January 20, 1815. His ancestors were of French descent, and the original immigrants to this country first settled in Maryland. Human slavery being repugnant to them, they later migrated to New York. He received his education in the country district school and at an academy in Genesee. In August 1836, he left the parental roof and set out to make a home for himself, as did so many other New Yorkers at that time, in the wilds of Michigan. He located in Genesee county and with his own hands aided in the erection of many of the early dwellings in what is now the flourishing city of Flint. Having acquired a little money, he bought a farm of five hundred acres adjacent to Flint, and here the remainder of his life was spent. He earned a competence and in his declining years enjoyed the good things of life and shared the confidence and esteem of his neighbors. He was an upright and conscientious man and served the state with sagacity and unselfish devotion.

The event which excited the greatest interest in the early part of 1883 was the election of a United States senator to succeed Thomas W. Ferry, whose second term was then drawing to a close. The republicans had a clear majority of both houses of the legislature, and Senator Ferry received the caucus nomination of that party. There were some republicans however, who refused to be bound by caucus action and they steadfastly declined to vote for Mr. Ferry. Upwards of sixty-one

votes were necessary to election. The highest vote he received was fifty-six. Byron G. Stout, the fusion nominee, received forty-eight. The remaining votes were scattering. The balloting proceeded according to law, at least one ballot being taken on each day when the legislature was in session. For a few weeks these ballots showed little change from time to time. Then, when it had become very evident that neither Mr. Ferry nor Mr. Stout could be elected, various other names appeared in the balloting. At one time or another, almost every man in the state, of political prominence, was brought forward. Some of these received a considerable vote for a few ballots, and then, as they showed no prospects of success, dropped out of sight, while fresh candidates came to the front. As may well be supposed there were many conferences and political manipulators were kept very busy, while obvious uncertainty of the result provoked considerable excitement. At one time there were rumors of corrupt practices, and these were finally so boldly declared that the legislature was forced to take notice. An investigating committee was appointed, which gathered in all available evidence and reported that there was absolutely nothing to the unpleasant story. There is little doubt that it started in the exercise of a vivid imagination.

At length, on the first day of March, on the eighty-first ballot, Thomas W. Palmer of Detroit, received seventy-five votes, to forty-seven for all other candidates and was declared elected. This was a most happy outcome of the affair. Mr. Palmer was eminently fit and deserving. He had served a term in the state senate, with unqualified acceptance. He was popular, a natural born leader in all good work, and with talents and a disposition which seemed to point him out as a political chieftain. His subsequent career in public affairs, as

senator, as minister to the court of Spain, as president of the great Columbian exposition, justified the high expectations which his friends entertained respecting him

Among the important things done by the legislature at this session was the establishment of the Northern Insane Asylum at Traverse City; the creation of a bureau of labor statistics, of which the governor appointed John W. McGrath as the first commissioner. A measure which provoked a great deal of debate, both before and since its passage, was that which permitted minority stockholders in a business corporation to cumulate their votes so as to secure representation on the board of directors. After extended debate through nearly the whole session, the measure finally passed. It was vetoed, however, by Governor Begole, and thus received its quietus. It was brought up again in the legislature of 1885, passed again and was vetoed by Governor Alger. This time its friends were sufficiently strong to pass it over the veto of the governor. But the law never had an opportunity to prove its worth, for its opponents speedily made a test case, which, being taken before the supreme court, resulted in its being wiped from the statute book as unconstitutional. Insurance companies came in for some attention. A stringent law was passed to prevent companies combining to fix a rate, and to protect companies which were disposed to act independently. Yet, in spite of this law it was not long before astute agents found a way of doing things it was designed to prevent. The thing done by circumlocution and under another name often accomplishes the result in practice.

The labor element succeeded in enacting a law forbidding the employment of children under fourteen years of age. Coupled with this a law compelling school attendance for at least six months every year was an ad-

vanced step in the interests of education. Now that the revenues of the primary school fund, derived from specific taxes were sufficient to maintain schools in all districts, with little or no expense to the taxpayers of the district, there was no longer excuse for young children being out of school.

At the biennial election of 1884 Governor Begole was a candidate for re-election. He was defeated, however, by Russell A. Alger, republican, by about four thousand plurality. David Preston, prohibition candidate for governor received upwards of twenty-two thousand votes. General Alger was born in a rural district in Medina county, Ohio. He attended country school until, at the age of eleven years, his parents died. He then took employment on a farm, working summers and attending Richfield academy winters. When twenty-one years of age he took up the study of law at Akron and two years later was admitted to the bar and found a position in a law office in Cleveland. But ill health caused him to relinquish his profession, and in 1861 he removed to Grand Rapids to go into the lumber business there. No sooner had he entered upon this business than the call to arms was sounded and he volunteered as a private in the Second Michigan cavalry, then being recruited. When the regiment was mustered into service, September, 1861, he was commissioned a captain and as such went to the front. He was actively in the service throughout the war, took part in sixty-six battles and skirmishes, and was several times wounded. Promotions came rapidly and in little more than a year after joining the army he was made colonel of the Fifth Michigan cavalry in Custer's famous brigade, in which he continued until his resignation, September, 1864. He was made a brevet brigadier general, June, 1864, and

major general, June, 1865, for gallant and meritorious services in the field.

After the close of the war he returned to Michigan and located at Detroit, where he engaged in dealing in pine lands and lumber, which has continued his business thenceforward. He was successful and amassed a large fortune. He served one term as governor and declined to be a candidate for a second term. In the republican national convention of 1888 he was brought forward as candidate for president of the United States. He received upon one ballot one hundred and forty-three votes, which was, however, considerably short of the necessary majority. Benamin H. Harrison was the successful candidate. When William McKinley became president in 1897 he called General Alger into his cabinet as secretary of war, in which capacity he served during the rather trying period of the Spanish war of 1898. He made a flattering record in the speed and efficiency with which troops were raised, equipped and transported to Cuba. At the close of hostilities he came in for much criticism upon some of the features of the service of the commissary department of the army. This criticism on the part of certain New York newspapers was so bitter and personal, and was so annoying to the president, that General Alger felt called upon to resign his portfolio. Two or three years later, upon the death of Senator McMillan, he was elected by the legislature to fill the unexpired term of nearly five years in the United States senate.

The state officers who served under the administration of Governor Alger were, Archibald Buttars, lieutenant governor Harry A. Conant, secretary of state; Edward H. Butler, treasurer; William C. Stevens, auditor general; Minor S. Newell, commissioner of land

office; Moses Taggart, attorney general; Henry R. Gass, superintendent of public instruction.

One of the events of Governor Alger's administration was the transfer of the Portage Lake and Lake Superior ship canal to the general government. The state undertook the construction of this water way in the interests of the commerce of the upper end of Lake Superior. It shortened the distance by two hundred miles of very dangerous navigation around the great promontory known as Keewenaw Point, which projects into the lake a long distance and is without harbor of any description. Vessels passing around it are exposed to storms from every direction. Portage Lake and river separate this peninsula entirely from the mainland, except for a narrow neck at the upper extremity. It was only necessary to cut through this narrow neck, construct a harbor at the canal entrance and improve the navigation of the river, to afford ships a safe inland passage. In 1867 congress granted to the state of Michigan four hundred thousand acres of land to make this improvement. The work was done by a company organized for the purpose. The canal is without any lock, and has a depth of fifteen feet. The entire length from entrance to exit is twenty-five miles, which includes Portage lake, which required no deepening, and Portage river, which was straightened and deepened to its discharge into Keewenaw bay. The improvement included also the making of a harbor at the upper entrance to the cut. The total cost of the work was $528,822. The canal was completed and opened to navigation in 1873. The burden and expense of its maintenance required the collection of tolls for its use. The matter of turning it over to the general government had been agitated for several years, and at length in 1885, it was sold to the

United States for $350,000, on the condition that it should be maintained for free navigation.

About this time a scandal of small dimensions developed in the office of the superintendent of public instruction. Henry R. Gass, the incumbent, found his salary, which is fixed by the constitution, too small to be satisfactory. He accordingly made an arrangement with his deputy, whose salary was fixed by the legislature and was double his own, to divide it with him. This fact being discovered, caused a great outcry. Thereupon Gass resigned and Theodore Nelson was appointed to fill the vacancy. The soldiers' home was established at Grand Rapids to provide an asylum for persons who had served in the wars of the republic and who were incapacitated by age or physical disability from earning a livelihood. This proved a great boon for many old soldiers. The place, when completed, was speedily filled. The state prison for the upper peninsula was located at Marquette. The state mining school was also created and established at Houghton in the immediate vicinity of the great copper mines.

An important piece of legislation was the creation of a pardon board of four members. This board was intended at the outset to be merely advisory. The pardon power is by the constitution vested in the governor. But he could hardly be expected to give the required time to the proper investigation of every case. The new board was expected to attend to all these details, and to present the facts and findings to the governor for such action as he might choose to take. The scheme worked very well on the start. It certainly relieved the governor of a serious burden. But this sort of a political job has a tendency to grow by what it feeds on. As the compensation was per diem, there was a suspicion that the board worked up cases and so managed that its ses-

sions were almost continuous. It also assumed jurisdiction which formerly belonged only to the courts, and undertook ultimately to grant paroles. While this board was originally moderately serviceable, its successors did not always get public commendation.

The legislature of 1885 made an appropriation, on behalf of the state, to place a statue of General Cass in the gallery of representative Americans in the national capitol at Washington. In this year certain leading citizens of Detroit woke up to the importance of doing something in the way of encouraging fine arts. By hearty co-operation, an art loan exhibition was installed in a temporary building erected for the purpose. It proved a great success, financially and artistically, but chiefly in arousing popular interest, which speedily led to the organization of a permanent association and the raising of funds for the erection of a commodious and handsome building for a museum of fine arts. The legislature passed a law authorizing art galleries and exempting them from taxation. Although the museum in Detroit was established by a corporation, the city itself afterward assumed its support and enlargement and made it absolutely free to the public. The collection of paintings has become a notable one, chiefly through the gifts of citizens.

The government having decided to erect a new post-office in Detroit, a commission was appointed to select a site. This commission, in 1885, decided upon the location which was adopted and upon which the post-office now stands. This includes an entire square bounded by Fort, Shelby, Wayne streets and Lafayette boulevard. This ground is historic, being the site of old Fort Lernoult, afterward Fort Shelby. A tablet at the main entrance to the building reminds the visitor of this fact. This tablet was unveiled with appropriate

ceremonies on the one hundredth anniversary of the final evacuation of the fort by the British and the raising of the stars and stripes, July 27, 1896.

CHAPTER X

Michigan's Semi-Centennial

THE legislature of 1885 adopted a joint resolution looking to a suitable observance of the semi-centennial anniversary of the admission of Michigan as a state in the union. Governor Alger appointed as a commission to have charge of the affair, Henry Chamberlain of Three Oaks, Henry Fralick of Grand Rapids, Theodore H. Hinchman of Detroit, James Shearer of Bay City, and S. T. Read of Cassopolis. This commission fixed upon June 15, 1886, as the time, and Lansing as the place of the celebration. A comprehensive program was arranged, which included a national salute at sunrise, a semi-centennial salute at noon, and literary and musical exercises throughout the day and evening. The formal exercises opened at ten o'clock in the morning with an address of welcome from the steps of the capitol by Governor Alger. After the close of this address and musical selection by a grand chorus with band accompaniment, the remainder of the forenoon was occupied with addresses and music upon the capitol steps, in the hall of representatives, and at the same time in the senate chamber. At noon a barbecue and basket picnic was held at the fair grounds adjacent to Lansing, where food was supplied to all without charge. In the afternoon, speaking was resumed from the judges' stand in the amphitheatre and in the agricultural hall at the fair grounds. The evening exercises took place in the senate chamber and hall of representatives in the capitol. Governor Alger presided at the exercises upon the capitol steps and the members of the commission above named severally presided at the different exercises at the fair ground and in the capitol.

The music, which was made a special feature of the day, was under the direction of Henry B. Roney, of

Saginaw. Three military bands of sixty performers were present from Lansing, Detroit and Cassopolis. The soloists included Madame Clemelli, prima donna soprano, of Detroit, Mrs. Tilden, contralto of Mt. Clemens, the "Arion Quartette" of Detroit, the "Liederkrantz" chorus of Lansing; a mixed chorus of eighty voices, and a chorus of one hundred and thirty children of the Lansing public schools. Much of the music was composed for the occasion by Mr. Roney, Madame Clemelli and others. Words for special music were written by D. Bethune Duffield, Judge J. Logan Chipman, Edward Bloeden, James W. Long and others.

In arranging the program of addresses the plan was followed of assigning special topics to the several speakers, in order to furnish a systematic and comprehensive review of the progress of the state during the fifty years of its existence. Ex-Governor Alpheus Felch gave a historical resume of the executive department, with some account of early legislation. Ebenezer O. Grosvernor discussed the financial history of Michigan; Major C. W. Ransom, its railroad progress. Judge Thomas M. Cooley gave a general historical review, going back to the beginning of the territory, and speaking more especially of the political and chief public events of the period covered by the state as such. Judge James V. Campbell spoke of the judicial history of the commonwealth. President James B. Angell discussed the history of the state university. Roswell G. Horr gave an account of Michigan in congress. Professor John M. B. Sill reviewed the educational history; Levi L. Barbour spoke of the charitable and elemosynary institutions; John H. Bissell discussed fisheries and the pioneer work done by the state in fish propagation. James W. Bartlett spoke on the progress of the mechanic arts in the preceding fifty years, and especially as applied

to boat building and marine interests, to railroads and manufacturing machinery. William L. Webber gave a lucid and interesting account of the progress of the state in agriculture; Charles W. Garfield, in horticulture. General John Robertson briefly reviewed the military history of Michigan both as territory and state, showing that the people had never failed to respond with true patriotism to every call to arms.

The proceedings, including all the addresses in full, were printed by the state in a volume of over five hundred pages, forming a valuable and highly interesting collection of historical data. It covers quite fully the leading events in the progress of the state in the various lines of development—esthetic, educational, material. The men called on to present the facts could not have been more wisely chosen. Nearly all of them had been actual participants in the events and affairs which they discussed. They spoke from personal knowledge. Their names will be at once recognized by all familiar with the history of the state as those of men foremost in qualifications to write upon the subjects assigned to them. The showing of progress and resources was eminently satisfactory.

The celebration was a success in all aspects. It drew out many thousand visitors from all parts of the state. It impressed on the minds of those who listened to the speeches, and those who read them in the published form, a due sense of the magnitude of the commonwealth. It showed that the progress made in the first fifty years was a good augury of things to come.

At the biennial election of 1886 Governor Alger declined to be a candidate for re-election. Cyrus G. Luce of Coldwater was elected governor over George L. Yaple, fusion, by a plurality of a little over seven thousand. Samuel Dickie, prohibition, received upwards of

twenty-five thousand votes, which was very nearly high water mark in the history of the party. The other state officers elected at the same time were James H. McDonald, lieutenant governor; Gilbert R. Osmun, secretary of state; George L. Maltz, treasurer; Henry H. Aplin, auditor general; Moses Taggart, attorney general; Roscoe D. Dix, commissioner of land office; Joseph Estabrook, superintendent of instruction. In 1888 Governor Luce was chosen for a second term by a plurality over Wellington Burt, democrat, of nineteen thousand. In that election Wildman Mills, labor candidate, received four thousand, three hundred and eighty-eight votes. The other state officers serving during this term were precisely the same as during the preceding term, except that Stephen V. R. Trowbridge succeeded Mr. Taggart as attorney general.

Cyrus G. Luce, twenty-first governor of Michigan (1887-1891) was a native of Windsor, Ashtabula county, Ohio, where he was born July 2, 1824. His father was a native of Connecticut and served as a soldier in the war of 1812. In 1815 he migrated to the Western Reserve, Ohio. In 1836 he removed to Steuben county, Indiana. He was engaged in agricultural pursuits and with his family suffered the hardships and privations incident to pioneer life in the western wilds of the early day. In Indiana the lad attended the typical country school of his time and supplemented this opportunity for learning with a brief course in a collegiate institute at Ontario, Indiana. The life of a boy and young man on a farm in this period was one of industrious toil in the fields in summer and laying low the forests in winter. When seventeen years old young Luce engaged his services in a carding and cloth dressing mill, where he was employed for several years. In 1848 he purchased a tract of eighty acres of wild land in the township of

James W. Nevin

Gilead, Branch county, Michigan, and upon this farm the remaining years of his life were spent. He was for many years the supervisor of his township and also served for two terms as county treasurer. In 1854 he was elected a member of the lower house of the first republican legislature. He served two terms, 1865 and 1867, in the state senate, and was also a member of the constitutional convention of 1867. He was a typical and successful farmer who made his home upon his farm, who drew his sustenance and support from the soil and took pride in the dignity of his avocation. After retiring from the gubernatorial office his successors recognized his wisdom and experience by placing him upon commissions where he could still render public service. He was a member of the commission appointed to locate, erect and equip the Home for the feeble minded, one of the most beneficient of the many worthy institutions fostered by the state. He also served a term as a member of the board of library commissioners, appointed to promote the extension and development of free libraries throughout the state.

On January 18, 1889, Lieutenant Governor McDonald of Negaunee, was instantly killed in a railroad collision on the Chicago and Northwestern Railway. The accident occurred at Elmwood station about one hundred and fifty miles west of Negaunee, Mr. McDonald being at the time on the way to his home. The senate chose Senator J. Wright Giddings as acting president to fill the vacancy.

The legislature of 1887 chose Francis B. Stockbridge of Kalamazoo United States senator for the full term of six years to succeed Omar D. Conger, whose term expired March 4 of that year. The legislature of 1889 elected James McMillan of Detroit for the full term to suc-

ceed Thomas W. Palmer, whose term was about to expire and who was not a candidate for re-election.

The number of judges of the supreme court was increased from four to five, and the term of office was thereafter extended to ten years. The salaries of the judges were at the same time increased to five thousand dollars per annum, with a provision that the judges shall reside at Lansing. At the spring election Judge James V. Campbell was elected to succeed himself and Charles D. Long was chosen as the new member of the court. In 1889 Claudius B. Grant was elected for the full term of ten years to succeed Judge Sherwood, whose term was about to expire.

The subject of "graveyard insurance" occupied much of the time of the legislature of 1887. The system of co-operative insurance, so called, was of recent development, but it had spread with wonderful rapidity, owing to the activity of canvassing agents and the alluring promises they made. The facts brought out by investigation showed that no capital was necessary in order to start a company. It was in evidence that a certain individual went into the business in a rural district of Shiawassee county on his own account without any funds, that he employed a number of agents upon good commissions and that he was able to accumulate a fortune of upwards of thirty thousand dollars in four years. Policies of life insurance were written upon any individual and it was not essential that this person should be the actual applicant. One might take a policy of insurance upon his neighbor or even upon a resident of a distant state. So long as the premiums were promptly paid "the company" made no inquiries. Although ostensibly there was a medical examination and a personal application, as a matter of fact these were mere empty form, and often purely fictitious. Cases were discovered

James W. Campbell

in which the insured had no knowledge of the existence of a policy. The whole thing was purely speculative, and, of course, saturated with fraud. The companies were called co-operative and were carried on by assessments upon the members, and so escaped the supervision and control of the insurance department of the state. When they were brought to book by the legislature there was a great outcry among some of the persons interested to the effect that the onslaught was persecution and really for the benefit of the old line companies. But the whole system of conducting the business and the opportunities and temptations to enrich the few officers and agents at the expense of the general membership were so gross and so apparent that the legislature did not hesitate to put the companies out of business. It was found that at the time there were some eighteen companies doing business in Michigan. The scheme was throttled none too soon, because experience has shown that money-making projects of the sort have been able to exercise a mysterious influence in legislatures, in the way of suppressing investigation, or heading off hostile provisions in the laws. The cases of "graft" were probably not so common in that day as since and so the public conscience was a little more tender. It is encouraging to note that in this case, at least, the legislature gave short shrift to the offending companies.

At the same session of the legislature a member of the house, Milo H. Dakin, representing the Second district of Saginaw county, was accussed of dishonest practices. Charges were preferred against him of receiving money for the purpose of corruptly influencing legislation. Upon these charges he was given a full and impartial trial before the house, with counsel and all the protection of legal technicalities. The evidence was overwhelming. He was convicted of malfeasance and

misfeasance in office and was expelled from the legislature.

The legislature of 1889 gave considerable attention to the subject of woman suffrage. This is a subject which had previously received extensive academic discussion. Evidently women in general cared very little about the matter, one way or the other. There were many who were strongly opposed, feeling that it is out of place for women to mingle in political contests; that it is lowering the dignity of womanhood, and smirching her fair escutcheon to descend to practical politics, while woman suffrage would go but a short way in bringing the desired and much-needed reforms. The argument against it was that women of the worse sort would be more numerous at the polls than those of the better class. Since this is true of men, the argument had much weight. But there were many women who earnestly believed that if the ballot were given to women they would inaugurate a better state of things in public affairs. These took hold actively and deluged the legislature with petitions in behalf of the measure. There was a state association of woman suffragists. The officers and prominent members of this association came before the legislature, or before its committees, in person and presented their best arguments. The subject was pretty well threshed out in debate upon the floor. The outcome of it all was that the measure was radically modified. It was defeated, so far as giving the ballot to women generally. But a law was passed permitting women in Detroit to vote for members of the school board of the city. This was thought to be a step forward, an entering wedge, which might well furnish such an object lesson as to lead to throwing open the polls to women to vote on all officers.

It must be said, however, that the great expectations

have not been realized. Women still vote for school inspectors, but only now and then one cares to take advantage of the opportunity. At no time have there been enough women voters in any ward to produce any perceptible effect upon the result. The kind of men brought forward for school inspectors is no better than before. In two instances women were elected upon the board. They effected no reforms and did not cover themselves with glory, to any great extent. In fact, it seems to be generally thought that the experiment was a failure. At least it has not been repeated, or even has one heard a suggestion in that direction.

The subject of indeterminate sentence of persons convicted of crime has long been discussed by prison reformers. Many good men have believed that much better results could be gained in the way of reforming those who were sufferers from bad environment, or who had yielded to temptation under fortuitous circumstances if they they could be promptly taken in hand by wholesome influences and given an opportunity to strengthen their will power and their character under better conditions out of prison. In theory and in some actual cases this is undoubtedly so. But the trouble with the indeterminate sentence is that it lodges too great power in single hands and tempts the cunning to resort to trickery and deception. The legislature discussed the subject at considerable length. The bill, however, failed on its final passage. It was renewed a few years later with more favorable results. But, though in this instance it passed the legislature, the supreme court declared it unconstitutional. Later the constitution was amended to authorize such an act, but the measure subsequently passed was far from satisfactory to the public in its practical operation.

When the railroad aid legislation had been killed by

the supreme court, steps were taken to secure legal action authorizing cities and villages to loan their credit to secure "public improvements." A railroad might be called a public improvement by a town which had none, but wanted one badly. But the state was now pretty well provided with railroads and there was no longer any pressure brought to bear on the taxpayers of any town for that kind of an enterprise. But there were other improvements, such as water works, electric light plants, factories, good roads, which were considered desirable. A law authorized such at the public expense. As to public utilities, such as water works and lighting plants, there could not be much question. But when it came to bonding the village to pay a bonus to a manufacturing concern a different question was raised. Nevertheless, many villages have paid just such bonuses. Those have been fortunate which did not have occasion afterward to regret it.

Speaking of railroads, the time had now passed when they were to be given bonuses and favors of one kind or another. They were becoming rich and powerful and the people were growing restive under their exactions. We have already mentioned action by the legislature calling for a reduction of transportation charges and a uniform schedule based upon mileage. At this session of 1887 the subject of passenger fares was tackled. Though it failed then, it was successfully renewed two years later. The law reduced the fare on all roads organized under the general railroad act to two, two-and-one-half, and three cents per mile, based on the passenger earnings in the state. An exception was made of the roads in the upper peninsula, which were permitted to charge five cents per mile. This law could not, of course, be applied to the roads operated under special charters, such as Michigan Central, Lake Shore and

Michigan Southern, and Detroit and Milwaukee. These special charters, however, were subsequently repealed, when the law became applicable. The law was tested by an appeal to the courts by the Grand Trunk Railway, but it was finally sustained by the supreme court.

On the 12th of June, 1889, the state dedicated its monuments erected on the field of Gettysburg in memory of the men who fell there. Many states had erected monuments. Michigan, which had a large number of troops in that engagement, made liberal appropriations and suitable monuments had been erected at points on the field intimately associated with the operations of our troops during the battle. Governor Luce and his staff, a large representation of the state militia, and many veterans and citizens went to Gettysburg and participated in the dedication. An oration was delivered by General Luther S. Trowbridge and addresses were made by Ex-Governor Blair and by Governor Luce. The proceeding and addresses were afterward published.

The legislature of 1885 passed a law making "standard," or ninetieth meridian, time the legal time throughout the state. The importance of defining time lies in the fact that certain acts are sometimes required by law to be done at a specific hour. With an established time applicable to all parts of the state alike, no uncertainty could exist. But on the eastern side of the state "standard" time was nearly thirty minutes behind sun time and was, therefore, quite inconvenient for many reasons. A determined effort was made in the legislature of 1887 to repeal this law, but it was unsuccessful. Standard time has remained to this day official time in all parts of Michigan alike. Most localities have also adopted it and adjusted their habits accordingly. When once they adapt themselves to the situation the inconveniences are found to gradually disappear.

Other events of the time worthy of mention were the adoption of a constitutional amendment increasing the salary of the governor to four thousand dollars a year: the passage of a law consolidating the two Saginaws into one city, to take effect April 1, 1891; the passage of an act requiring the taking out of a license as preliminary to marriage, and the passage of an act creating the Home for the feeble-minded, which was afterward located and erected at Lapeer; also an act giving counties local option in the matter of prohibiting the liquor traffic.

The Rev. Thomas F. Davies of Philadelphia, was elected protestant episcopal bishop of Michigan to succeed Bishop Samuel S. Harris, deceased. Upon the death of Moses W. Field of Detroit, a regent of the state university, the governor appointed Dr. Herman Kiefer to fill the vacancy.

CHAPTER XI

Democrats in the Saddle

FOR the first time since the republican party was organized in 1854, a period of nearly forty years, the democrats were successful in a state election in 1890. The opposition ticket won out on governor by a small margin in 1882, but on none of the other state officers. Governor Begole, who was then elected, was not a democrat; he was a life long republican who had held several important offices by grace of that party. He had, however, read himself out of it by disagreeing with its leaders on greenback and populistic questions. He was nominated for governor by the greenbackers, and the democrats, as a forlorn hope, fused and the united opposition was successful, so far as the head of the ticket was concerned. But the democrats got very little satisfaction out of it. Governor Begole's administration was mainly non-partisan. In important appointments he leaned to his friends who had separated from republican antecedents, as he had, on the greenback issue. The sop which the straight democrats received went but a little way in satisfying the desire for office.

In 1890, however, there was clearly a democratic triumph. Edwin B. Winans was elected governor by a plurality over James M. Turner, republican, of eleven thousand, five hundred and twenty. The other state officers elected at the same time, all democrats, were John Strong, lieutenant governor; Daniel E. Soper, secretary of state; Frederic Braasted, treasurer; George W. Stone, auditor general; Adolphus A. Ellis, attorney general; George T. Shaffer, commissioner of land office; Ferris S. Fitch, superintendent of public instruction. Peter B. Wachtel was chosen speaker of the house of representatives. The plurality on the offices below that of governor ranged from two thousand to thirty-five hun-

dred. The Patrons of Industry appeared for the first time in this campaign. The party was made up of the old populist and labor agitators, re-inforced by the Farmers' Alliance. The strength of this organization was in the rural districts and it was able to poll over thirteen thousand votes for Eugene A. Belden, its candidate for governor. It also elected six members of the state house of representatives and four members of the senate, holding the balance of power in the latter body. The democrats controlled the state legislature on joint ballot, having in the house fifty-seven votes against thirty-seven republican votes, while the senate stood a tie with fourteen of each party and four Patrons of Industry. It turned out eventually that the Patrons of Industry in the senate voted solidly with the republicans, which gave that party control. This state of affairs was gall and wormwood, politically. Accordingly two contested seats were awarded to democratic contestants on an occasion when, owing to republican absentees, the democrats had control. This was consummated in the face of a loud and vigorous protest against it. But it stood, and this left the senate a tie politically, with the lieutenant governor, a democrat, holding the deciding vote. A tremendous excitement was stirred up over this course of procedure but it was, in view of all precedents, politically justifiable.

It is not easy to see what was gained by it in a partisan sense. The only political question at issue which made it desirable to control both houses, was the redistricting of the state for congressmen and members of the legislature. Probably the democratic plan of districting, which was forced through as a party issue, was intended to work to the advantage of that party. But it is only another demonstration of the fact that it is not possible to see very far into the future politically,

or in any other way. The congressional districts thus arranged were re-arranged by the republicans at the next session. The democratic gerrymander was an excellent precedent for the republican gerrymander two years later. Beside that it proved to be of very little political advantage to the democrats, even in the single election of 1892, in which it was in force. The same may be said of the laying out of the senatorial districts. The increase of population naturally made a revision of the district lines necessary.

Whatever may have been the causes of the political upheaval in Michigan in 1890, it is certain that they operated beyond state lines. A tidal wave swept over the whole country, carrying the democrats into power in the national congress, as well as in many of the hitherto strong republican states. In the national house of representatives the democrats elected Charles F. Crisp of Georgia speaker by two hundred and twenty-eight votes to eighty-three for Thomas B. Reed, republican, and eight for Thomas E. Watson, populist. Of the eleven Michigan members of this congress seven were democrats to four republicans, a reversal of a hitherto safe republican majority in at least four or five districts. It cannot be charged that the Republican defection was due to any dissatisfaction with the republican platform or any sudden fondness for democratic principles as enunciated in the platforms. The republicans declared for changes in the tax laws to provide for more equal and just assessments, to the end that all property, not exempted, shall contribute its equal share in maintaining the public burdens. They also favored a mortgage tax law so devised that one should be called upon to pay taxes only upon his interest in the property assessed.

It is to be noted that although the democrats made no declaration upon the question of taxation, Governor

Winans devoted nearly the whole of his inaugural message to the legislature to the subject. He voiced in vigorous language the growing feeling throughout the state that there is no reason why the property of railroad, mining, telegraph and telephone companies and other rich corporations should not be assessed upon the same basis as that of the private owner. While these wealthy corporations, many of them owned almost wholly by non-residents, escaped paying their fair share, the farmer, the manufacturer, the merchant, is assessed up to the full vaue of his property and is compelled to pay more than a just proportion of the cost of maintaining the government and institutions of the state. This question thus so clearly and cogently set forth by Governor Winans was then coming to the front. It has since occupied a large share of public attention. The feeling was becoming intense that some way should be found to bring the assessed valuation of all property, private and corporate, upon a fair and equal basis. More than one gubernatorial campaign has since been conducted on this issue. The governor also touched upon the declaration in the republican platform in favor of mortgage taxation. But although this subject has been agitated in many legislatures since and efforts have been made to find an equitable method of distributing the burden as between the mortgagor and the mortgagee, no plan has yet been found which appeared to be a satisfactory solution of the problem. The legislature passed a mortgage tax law, but the supreme court declared it unconstitutional.

The democratic platform in the campaign of 1890 declared for ballot reform. It also came out for the then moribund, and since wholly dead, democratic theory of the free and unlimited coinage of silver, the abolition of all national bank issues and the issue of cur-

rency directly by the government. Governor Winans had nothing to say in his message upon the currency question, but he did come out squarely for ballot reform. The necessity for this reform had long been apparent. The legislature of 1889 had attacked the subject and had passed a law, which, altho' good as far as it went, did not go far enough. Governor Winans declared emphatically for the Australian ballot, or the blanket ballot upon which the names of all candidates of all parties should be printed or written. This ballot should not be distributed outside the voting booth, but to be used only inside the booth and under conditions which must assure absolute secrecy. This form of ballot should apply to all elections, and the ballot should be prepared by the county clerk, and not by any party committee. More expeditious methods of counting the ballots should be devised and there should be more certainty that when a result has been declared it is the true result.

The legislature of 1891 took up this question earnestly and greatly improved the law passed by the preceding legislature. Most of the recommendations of the governor were incorporated in this act, especially those relating to the Australian ballot and the printing and handling of the ballot. This law was construed in the courts and the supreme court fully sustained it. It has since been modified in some small particulars, but has in its form and essence remained in force. This legislature also changed the method of choosing presidential electors by providing for their election by congressional districts, instead of upon a general state ticket. The effect of this law in the presidential election of 1892 was to give Mr. Cleveland five electoral votes and Mr. Harrison nine, whereas, under the old law, Mr. Harrison would have received the entire fourteen. It happened

in this case that the final result was not affected, since Cleveland was elected without the five votes he received from Michigan, and would have been elected if Harrison had received them. But one can conceive a situation in which the few votes thus obtained from congressional districts would be very important; especially so if any considerable number of states adopt the plan. At the legislative session of 1893, the republicans being then in control, they made haste to repeal the law and restore the former method of choosing presidential electors.

The arguments which the republicans made against the district election system was that it frittered away the strength and influence which the state might otherwise hold. A compact body of votes to be delivered as a whole to one or another candidate makes the state more important, not only in a political campaign, but also gives it greater influence in the preceding campaign for nominating a candidate. It appeared historically that the system of choosing electors by districts prevailed quite generally at the outset, but has now been abandoned by all the states with one or two exceptions. The fact that experience has brought practically all the states in line for choosing electors upon a general state ticket is a good argument for that system. The repeal was carried through the legislature of 1893 by a strict party vote.

There is one important matter upon which the governor in his inaugural message protested, but without effect. He said the state is ridden with governing boards. He specified fifteen ex-officio and thirty other boards. The ex-officio boards are not a heavy burden, but the others draw more or less heavily upon the state treasury. Few if any of the members get salaries, but all get per diem and mileage. They have their secretaries and clerks who draw pay from the state. Every move costs

money and the people have to foot all the bills. If the boards were a burden in 1891 that burden has been increased to an enormous extent in the intervening ten years. The number of boards has been multiplied beyond all imagination. That is a dull session of the legislature when some member cannot find excuse to bring in a measure creating a new board. The politicians look upon this matter with complacency, for it provides places with more or less patronage attached for their proteges. Governor Winans' protest was timely, but it fell upon unheeding ears. If matters continue as they have been going it will not be long hence when some thick skinned reformer will produce effective measures for sponging a few of the more useless of them off the lists.

Edwin B. Winans was a native of Avon, N. Y., where he was born May 16, 1826. When eight years old he removed with his parents to Michigan. He received a common school education. At the age of twenty he entered Albion college where he remained two and one-half years. The excitement over the discoveries of precious metals in California gave him the gold fever. Giving up his college studies before completing the course he departed in March, 1850, by the overland route for California. He engaged in placer mining and other enterprises until 1856 when he set up in banking in the town of Rough and Ready. In 1858 he closed out his California interests and returned to Michigan. He settled upon a farm of four hundred acres in Hamburg, Livingston county, which continued to be his home for the remainder of his life. He served as a representative in the legislatures of 1861 to 64; was a member of the constitutional convention of 1867; was judge of probate for Livingston county 1877 to 81; a member of congress, 1883 to 86. He was endowed

with a fund of good sense, was broad minded and liberal and took a fair view of every question presented for his consideration. He was not a political partisan in the narrow sense, though his views on most questions were those of the party with which he was affiliated. He enjoyed universal respect and esteem. His poor state of health during most of his term prevented his giving the close attention to public affairs which he would naturally desire. He did not long survive the close of the term. He was not a candidate for re-nomination.

There was one untoward incident in the administration of Governor Winans which must be alluded to. About the middle of December 1891, the secretary of state, Daniel E. Soper, was found to have been guilty of malfeasance and misfeasance in office. He tendered his resignation to the governor upon the demand of the latter and it was at once accepted. The governor appointed an investigating committee which found that Soper had been guilty of most outrageous extravagance. The private offices of various state officials in the capitol were fitted up with expensive folding beds, furniture and rugs and used as lodging rooms by the officers. He purchased excessive supplies of various kinds. As an instance, he bought two car loads of paper on the eve of the expiration of a contract, when a new contract was about to come into effect at a lower price, upon which purchase alone upwards of six hundred dollars was lost to the state. He distributed seven hundred legislative manuals, worth one dollar each, to persons who paid nothing for them; he got a "divy" on insurance policies issued upon property of the state; he required his chief deputy, Louis E. Rowley, to give up to him five hundred dollars of his salary. It was charged that the board of state auditors, of which Soper was a member, had been

allowing themselves extra compensation, and when this was discovered all the officials, except Soper, refunded the excess. Upon the resignation of Soper the governor appointed Robert R. Blacker of Manistee, to fill the vacancy. Governor Winans felt great grief and disappointment over the conduct of Soper. It reflected upon the good name of his administration and discredited his party, which was now in power for the first time in a generation. It must be said that the governor did not shirk his duty nor try to conceal facts, nor undertake the role of apologist. He faced the situation squarely and did his duty without flinching.

When elected to office Soper was a resident of Newaygo, where he was engaged in insurance business and in publishing a newspaper. He made no denial of the charges but undertook to explain away some of them. The charitable view of the matter was that his conduct was not the result of greed for personal profit, but rather of loose ideas of morality and a desire to have plenty of money to spend with boon companions in conviviality. His personal habits were not entirely above reproach and it was a matter of some surprise to those who knew him that he should have been selected for such a position. He soon left the state and never returned.

One of the important acts of the legislature of 1891 was that requiring the Lake Shore and Michigan Southern Railway to operate under the general railroad law of the state instead of its special charter. This made it amenable to the graded passenger fare law, the validity of which had been affirmed by the supreme court. A few years later the special charter of the Michigan Central, the last of the special chartered roads, was repealed and the road was brought under the general law. In thus repealing the charter the legislature passed an act

authorizing the railroad company to sue the state to determine the damages which the state should pay for this repeal. This case is still pending.

In this year President Harrison appointed Henry B. Brown, who had been for some time judge of the United States District court for the eastern district of Michigan, to be associate justice of the supreme court of the United States. He also appointed Henry H. Swan of Detroit, to the district judgeship vacated by Judge Brown. Robert M. Montgomery of Lansing, was elected to the state supreme bench, and Henry Howard and Peter M. Cook were chosen regents of the state university.

CHAPTER XII

World's Columbian Exposition

THE legislature of 1891 passed an act for the proper representation of Michigan at the World's Columbian Exposition, which it had been decided should be held at Chicago in 1892-3, to celebrate the four hundredth anniversary of the discovery of America by Columbus. This act provided that the governor should appoint a board of six persons, two of whom should be women, to serve as a board of managers to care for the interests of the state in connection with the exposition. The governor was made an ex-officio member of this board. The law gave it authority to appoint such officers and agents as might be found necessary to carry out the objects in view. An appropriation of one hundred thousand dollars was made by this act, which the board was authorized to expend under the provisions set forth with reference to the same. The governor appointed as such board I. M. Weston of Grand Rapids; E. H. Belden of Horton; J. W. Flynn of Detroit; Wellington R. Burt of Saginaw; Mrs. John A. Pond of Hillsdale; Mrs. J. A. Valentine of Lansing. Mr. Burt resigned shortly after his appointment and James A. Cooper of Lake Linden was appointed to his place. A few months later he resigned and Peter White of Marquette was appointed to fill the vacancy. This board elected I. M. Weston president; E. H. Belden, vice president, and Mark W. Stevens of Flint, secretary.

The act of congress which authorized the exposition provided for the appointment by the president of eight commissioners at large and two commissioners and two alternates from each state; also for the board of lady managers, eight women at large and two women and two alternates as lady managers. President Harrison appointed Thomas W. Palmer of Michigan as a mem-

ber at large and M. Henry Lane and George H. Barbour as commissioners for Michigan and C. H. Richmond and Ernest B. Fisher as alternates. Mr. Richmond afterward resigned and Lyman D. Norris was appointed in his place. For lady managers he appointed Mrs. J. J. Bagley as a member at large, and for state representatives Mrs. Eliza J. P. Howe and Mrs. Sarah Caswell Angell, and for alternates Mrs. J. C. Burrows and Miss Anna M. Cutcheon. When the United States commission organized it chose Thomas W. Palmer of Michigan as president and he served in that capacity throughout the life of the commission, giving his time and his energies to the arduous work in hand.

The inception of the idea of holding an exposition to celebrate the great historical event of the discovery of America is obscure. The suggestion, by whomsoever made, seemed to meet with popular favor. In 1886 a plan was set on foot by the city of Washington for an exhibition, open to all the world, and covering a period of three years, beginning with the centennial anniversary of the adoption of the constitution, 1889, and closing with the four hundredth anniversary of the discovery of America, 1892. The subject was agitated until at length New York city came into the field as claimant for the honor of being the seat of a world's exposition to celebrate the Columbian anniversary. Then arose a strife in which Chicago and St. Louis contended with New York and Washington for this honor—the west against the east. The strong argument of New York was the convenience of access to that port by foreign exhibitors and visitors, who, it was asserted, would not go to an interior point. On the other hand, it was pointed out that the holding of an exposition in New York would lead to but little increase in knowledge of our country among foreigners, most of whom would see

no more of it than Manhattan island, or at most the mere Atlantic border. It was also shown that comparatively few of the people of the country could or would go to New York to such an exposition while Chicago or St. Louis, being situated near the center of population of the country, would draw visitors from every direction. These arguments were threshed out before congress, with the result that the choice ultimately fell to Chicago. This was not until after a spirited and earnest, though good natured, contest, the campaign for which attracted wide interest.

The verdict of congress having been given in favor of Chicago, an act was passed and approved by the president April 25, 1890, to carry into effect the plans and purposes of the exposition. The commission to be appointed by the president, as already stated, was charged with the management of the affair. Under this act the government of the United States pledged itself to exhibit from its executive departments, the Smithsonian Institution, the Fish Commission, the National Museum, such articles and materials as illustrate the function and administrative faculty of the government in time of peace and its resources as a war power. To secure a complete and harmonious arrangement of the exhibit, a board was created, charged with its selection, preparation, arrangement and safe keeping. An appropriation of one and a half million dollars was made to meet necessary expenses, with the proviso that not exceeding four hundred thousand dollars should be expended upon a building or buildings. The president of the United States was authorized to invite other nations to join in exhibiting their products and resources, and laws were passed permitting the importation of such exhibits free from duty.

A corporation was formed at Chicago composed of

nearly thirty thousand stockholders or subscribers to the capital stock. The total amount of their subscriptions was ten million dollars. Of course, it was hoped that the exhibition would bring in enough money to re-imburse the stockholders some portion of the sums paid for stock. In the case of the centennial exposition at Philadelphia in 1876 about one-third of the amount subscribed was returned. But the hopes of those who expected any substantial return of their investment were doomed to disappointment. The corporation organized with a board of directors, of which Lyman J. Gage was president, and a working arrangement was made with the national commission for the avoidance of friction and for mutual co-operation. To this end, Colonel George R. Davis was made director-general, and into his hands was placed the executive management of the whole fair. He divided the organization into fifteen departments, each with a salaried chief. Briefly, these departments covered agriculture, farming machinery, horticulture, live stock, fish and fisheries, mines and mining machinery, transportation, manufactures, electricity, fine arts, liberal arts, ethnology, forestry. Beside the departments which had to do with exhibits, were others specially charged with the work of publicity, and the handling of matters relating to foreign exhibits and exhibitors.

Jackson Park, an unimproved section of the park and boulevard system of Chicago, was chosen as the site for the exposition. The actual work of preparation of grounds and buildings occupied about two years. Within that brief period the unsightly tract was transformed into a scene of beauty which made a lasting impression upon the minds of the many millions of visitors, who were chiefly residents of the United States, but some of whom came hither from every part of the habitable

globe. The formal dedication took place on the 21st of October, 1892, the anniversary of the first landing of Columbus on the soil of the western world. The dedication ceremonies were elaborate and formed altogether a pageant the like of which had never before been viewed in this part of the world. There were military parades, pyrotechnics, and last but not least orations, poems, addresses, music, banquets, etc., participated in by the most distinguished men and women of the country. It was well understood that this dedication was merely a formal affair, upon the anniversary which it was intended to celebrate. The exposition itself was not in readiness and the opening of it to the public was deferred until the following spring. The plan agreed upon was that it should be open from May 1 to October 31, 1893, and this program was carried out.

It is not suitable in a work of this character to enter upon any description of this great exposition, which was in its day unquestionably the most extensive and wonderful of its kind the world had yet seen. It is fitting to say something of the part taken by Michigan and the influence it had upon the arts and industries of the state, and especially of the impressions left in the minds of the people. On account of its nearness to our borders and the convenience of reaching it by rail and water, it seems safe to say that fully half the adult population of the lower peninsula saw the exposition at some period of its progress, and some did so not merely once but several times. So extensive and elaborate were the exhibits that a hurried view was not satisfactory. The visitor felt it necessary to spend several days or a week to complete his survey.

The first formal demonstration was the occasion of the dedication of the buildings and grounds in October, 1892, in which affair Governor Winans and his entire

staff participated, as did also a military escort of state militia which formed an important feature of the street parade. The second demonstration was the formal opening of the Michigan building on the fair grounds on the 29th of April, 1893. On this occasion Governor Rich and his staff were present, as well as the legislature in a body and all the prominent state officials. The building, which had been erected out of the state appropriation for the comfort and convenience of citizen visitors, was located on an eligible site in the section of the grounds devoted to state buildings. It was one of the most commodious of the large group of such buildings. Its exterior was pleasing. The ample verandas on every side furnished shelter and resting places; the well furnished rooms inside served an excellent purpose as a rendezvous. The building was substantial in all respects. It was furnished throughout with great elegance. The cost was upwards of forty thousand dollars, but not all this was taken from the appropriation. Lumber dealers, furniture manufacturers and others contributed liberally. One parlor was furnished by Grand Rapids, another by Saginaw, and other rooms were furnished in part by various other localities. Some of the state buildings were devoted largely to state exhibits, but the only exhibit made in the Michigan building was a historical one. In the several rooms on the second floor was shown a complete collection of portraits of all Michigan cabinet ministers, governors, United States senators, members of congress, United States judges, state supreme court judges, and world's fair commissioners, from 1805 to 1893. Of the two hundred and forty-five persons who have filled these important positions since Michigan became a territory half tone engravings, cabinet size portraits, of all but eight were shown. They were handsomely framed,

T. K. Ferry

with statement of name, position held, date and length of service, and hung on the walls.

The exercises incident to the formal opening of this building consisted of an address by President Weston of the state commission, upon delivering the key of the completed building to the governor, and remarks by Governor Rich accepting the same. Other addresses were by President Angell of the state university and by Speaker Tatum of the legislature. A poem written by Stephen B. McCracken of Detroit, was also presented. September 13 and 14 were set apart as Michigan days at the fair and were well observed. No special invitations were issued on this occasion, but a general invitation was extended to all the people of the state, many thousands of whom responded in person. Governor Rich acted as president and there was a long list of distinguished citizens as vice presidents, consisting of all the ex-governors, United States senators, congressmen, judges, etc. The special exercises consisted of band concerts each evening, vocal and instrumentl concerts in the afternoons, and great displays of fire works each evening. In the forenoon of the first day an oration was delivered by Thomas W. Palmer, president of the Columbian exposition commission, followed by short impromptu talks by ex-Governors Begole and Alger, ex-Senator T. W. Ferry, Director-General Geo. B. Davis, Fred Douglass, the distinguished colored orator, and others. After the speaking, the governor and his staff with their ladies and the ladies of the board, held a reception. The affair wound up in the evening with a grand ball.

The exhibit made by Michigan in the agriculture building was one of the most striking made by any state. It was under the superintendence of J. J. Woodman of Paw Paw. A space of two thousand square feet had

been assigned for the purpose. Here a pavilion artistically designed and decorated, afforded opportunity for the display or farm proucts to good advantage. Among the things shown were over two hundred glass jars of seeds of every kind, twenty-seven varieties of wheat, ninety-six varieties of oats in straw, fifty-eight varieties of grasses. The whole exhibit contained five thousand two hundred and thirty-six labeled samples of farm products, nearly one-half of which represented different varieties. They were produced by two hundred and sixty Michigan farmers, located in forty different counties of the state, from the southern boundary to the northern limit, including every variety of soil and climate to be found in Michigan. That made by the agricultural college farm was one of the most extensive exhibits. An interesting feature was a collection of photographs showing farm houses and buildings, orchards, stock yards, lawns and surroundings. Awards were made in this department to seventy-four different exhibitors, but one award being made upon any specific product.

The horticultural exhibit was under the charge of C. J. Monroe of South Haven. The collection of fruits hardly did justice to the state, for several reasons. The apple crop of the previous year was a failure; the appropriation for collecting and shipping was inadequate, and there appeared to be lack of interest on the part of fruit growers. The exhibitors were almost wholly those living on the west side of the state, in Berrien, Allegan and Van Buren counties. They numbered two hundred and sixty and the exhibits comprised one thousand and seventy-seven packages. There were over two hundred sorts and varieties of fruit exhibited and five medals were awarded to the state for grapes and stone fruits, bulbs and flower seeds.

The legislature of 1893 made an additional appropriation of twenty-five thousand dollars to encourage a satisfactory display of the resources and products of the state, and a further sum of two thousand dollars for a public school exhibit. Of the appropriation first mentioned a suitable portion was set aside for a live stock exhibit. Governor Rich being himself a farmer and breeder, took a special interest in this feature of the fair. The exhibit was in charge of G. E. Gilman as superintendent. It comprised specimens in each of the different classes horses, cattle, sheep, swine, poultry and pet stock. Among the noted and successful exhibitors of horses were W. B. Otto of Charlotte, Cleveland Bay Horse Company, of Paw Paw, G. A. Watkins of Detroit, Sutherland & Crowley of Saginaw, and S. J. Acker of Charlotte. A. E. Riley of Walled Lake and C. V. Seeley of Farmington, each took several premiums on cattle. Among the sheep exhibitors were A. A. Wood of Saline, W. E. Boyden of Delhi Mills, C. H. Williams of Church's Corners, E. R. Crawford of Reading, William Newton of Pontiac, and W. J. Meeley of Brooklyn. Among swine exhibitors were M. H. Walworth of Hillsdale, H. W. Riley of Greenville, D. F. Bascom of California. The awards of premiums make a very liberal showing. The dairy industry was beginning to show rapid development. From statistics gathered at the time by the superintendent, it appears that there were then five hundred and seventeen thousand milch cows in the state, of a value of about thirteen million dollars. There were two hundred cheese factories in active operation, with an invested capital of one hundred and eighty-two thousand dollars, and turning out cheese valued at one million eight hundred and forty-eight thousand eight hundred dollars. There were one hundred and thirteen butter factories, with capital

of two hundred and eighty-two thousand five hundred dollars, and making upwards of two million dollars worth of butter annually, beside which nearly six million dollars worth of butter is made on farms. Beside this a large quantity of milk is sold for family use in cities and villages.

The forestry exhibit was such as was befitting the most celebrated timber state in the Union. It was made under the direction of a committee of the leading lumbermen of the state. The building erected for the forestry display was one of the most unique and attractive buildings on the grounds. Michigan occupied the most prominent place in the building, at the intersection of the main aisles, fronting sixty feet on the east and west, and fifty feet on the north and south. The entire space was enclosed with highly polished panels of choicest cabinet woods, upon which were displayed framed photographic scenes illustrative of the making of the commercial product of our forests. Within the enclosure were displayed three foot sections, cut to show the longitudinal and transverse grain of the wood, of the fifty-six commercial woods of the state. In glass jars were shown the seeds of these different varieties. Professor Cook of the Agricultural college showed his collection of mounted specimens of insects injurious to forest growth. The whole exhibit was not only attractive but instructive to one who gave the time to its study. It received twenty-six awards in forestry against ten to any other state.

In addition to the exhibit in the forestry building there was an out-door exhibit, located back of machinery hall near the stock pavilion. This was designed to illustrate the methods of carrying on logging operations. The space occupied was graded, sodded and provided with gravel walks. Here was shown a logging camp,

complete to the minutest particulars. The lumberman's log cabin was full size and it contained all the paraphernalia of the camp, including the living outfit and all the tools used in lumbering. At the close of the fair this building was sold to George W. Childs of Philadelphia and was taken down by him and shipped to his country seat near Bryn Mawr park, where it was set up again in its original condition. Another feature of the logging camp was the largest load of logs ever hauled, consisting of a number of huge pine logs loaded upon a logging sleigh. Along one side of the space was a railroad track upon which were logging cars, some loaded and some in process of loading. A regular logging locomotive was attached to the train. The whole was a reproduction in all its details and on a full scale of a genuine Michigan lumber camp. It attracted much attention and interesting comment.

The mineral exhibit led all others in copper and iron and received more awards than that of any other state. The general plan and execution of the display was the work of Peter White of Marquette, a member of the board. Jay A. Hubbell of Houghton, who as a member of the centennial board prepared the mineral exhibit at Philadelphia in 1876, interested himself in making the copper exhibit a worthy one. The details of the exhibit however, were due to Samuel P. Brady, a mining engineer of Detroit, who gave his time for several months to its collection and arrangement. The space occupied in the mines building was fifty by sixty feet on the cross center aisle. Decorating the main entrance was a handsome carved stone arch, having a frontage of fourteen feet and rising to a height of twenty-five feet above the main floor. The portal of the arch was seven feet in width. On passing through one found himself beneath a semi-dome, handsomely decorated

and having an ornamental frieze. Directly opposite the main entrance and between the two doorways leading to the main space, stood a handsomely carved water basin, above which was placed a tablet of brass upon which were the names of the architect, builders, etc. The whole was constructed of the light red and purplish sandstone of the Portage Entry quarries. Above the dome were figures representing Victory crowning miners Flanking the arch to the right and left was a wall of brown sandstone running the entire length of the space upon both aisles. Upon this wall stood elaborately carved stone pedestals each surmounted by an obelisk of polished gypsum. The interior was subdivided into a series of rectangular spaces by spacious aisles. The whole was profusely decorated with paintings done in oil of familiar mining and landscape views of the Lake Superior country. At the close of the exposition the arch and railing were removed to Grand Rapids where they were set up to serve as an entrance to the beautiful John Ball park.

The exhibits which embraced several hundred in number, comprised specimens of all the varieties of iron and copper ores, as well as pig iron and pig copper. There were also samples of gypsum, and it may be remarked in passing that upwards of forty thousand barrels of this Michigan material, in the form of plaster of paris were used in the making of statuary and other decorations and in the exterior coverings of the exposition buildings. An extensive showing of salt products gave an intimation of the marvelous developments of saline wells which followed within the next few years. Other exhibits included clays and marls, the former producing the finest grade of earthenware, and the latter just then coming into prominence as the foundation supply of the best quality of building cements. Marbles

and other grades of building stones were also on exhibition. A large number of awards were made to exhibitors in all the classes in this department.

A special appropriation was made by the state for an educational exhibit. A fairly satisfactory allowance of space had been made and the showing was nothing to be ashamed of, considering the fact that Michigan was rather late in starting. The exhibits were in two places; the educational exhibit in the department of liberal arts in the manufactures building, and the museum exhibit in the Michigan building. The university occupied a large part of the space assigned. The general plan included topographical maps of the campus, made from actual surveys by civil engineering students, on which all buildings and natural objects were correctly located. There were views of buildings, external and internal, with floor plans; a condensed account of the educational system of the state. A brief history of the university and of its several departments was exhibited by a series of charts, etc. The agricultural college and the several colleges of the state were also fairly and fully represented. But the most interesting and instructive of all was the exhibit of the public schools. The appropriation of two thousand dollars made by the state for this purpose was supplemented by contributions of pennies in the schools, which aggregated upwards of four thousand dollars. About half this was lost, however, by the failure of the Central Michigan savings bank of Lansing, which had this money on deposit. Considering all the untoward circumstances, the organization and arrangement of the exhibit was creditable. It was located in the south gallery of the manufactures building and had space eighty feet long by twenty wide. Various cities had their exhibits separately grouped and so received credit for their local enterprise. But the general display

took no account of localities and was designed to show the work of the schools and of the pupils in the various branches of instruction. Medals were awarded on the general educational exhibit, to the Bay City schools on the manual training exhibit and to the schools of Ann Arbor, Bay City and Saginaw on the general exhibit.

This account of the part borne by Michigan in the World's Columbian exposition, which was so creditable to the state, cannot be closed without some reference to the share of woman therein. For the first time an effort was made to illustrate the work of women in the various fields of enterprise. The government of the United States emphasized the justice and propriety of this by giving official recognition and aid to the project. A woman's board of managers, consisting of representatives of every state in the union, was appointed by the president. The law under which the Michigan board was organized provided that there should be two women representatives. The women of the country, with the help of the government erected a building, designed by a woman architect, and which was one of the notable buildings of the fair. It was furnished, equipped by women's hands and was filled with exhibits in all departments of skill and industry exemplifying the work of women. In response to the appeal of the board of lady managers, the enthusiastic women throughout the state organized for the collection of funds in support of the enterprise. They raised over two thousand two hundred dollars, the largest contribution having come from the women of Gogebic county in the upper peninsula.

The lady managers for Michigan were untiring as hostesses at the state building. They gave efficient aid in decorating it with pictures and bric-a-brac. They collected a great variety of suitable articles, all the hand

work of women, which were shown in the woman's building. Among the interesting exhibits in that building was a library made up exclusively of books by women authors, and in this library Michigan was well represented.

CHAPTER XIII

Financial Distress

THE year 1893 was marked by one of those financial disturbances which have swept over the country at longer or shorter intervals periodically. That it was unforeseen appears in the fact that R. G. Dun & Co. in their weekly review of December 31, 1892, say: "The most prosperous year ever known in business closes today with strong favorable indications for the future." In a book published early in 1893 giving a translation of M. Clement Juglar's work on Crises, which pertains to America, the translator, after pointing out some disturbing features, says: "But the fact that an analysis of the bank returns shows that available resources as compared with demands are good and growing, considered in regard to the other signs indicating prosperity, justifies the prediction of the steady development of a prosperous period." Nevertheless, the crash came so early as May 9th with the conspicuous failure of the Chemical National bank of Chicago, with a capital of a million dollars, followed two days later by the Columbian National bank of Chicago, with a capital of an equal sum. These suspensions accompanied by the collapse of private and state banks and business firms and corporations, paralyzed credit and brought the country to the verge of a crisis.

It seems to be thought by students of finance that this unexpected state of affairs in America was an echo of the failure in 1890 of the house of Baring Bros. which had a disastrous effect in Europe and Australia. The rapid growth and development of large enterprises in America had attracted European capital to an unprecedented extent. The magnitude of these investments was not fully realized, from the fact that money paid in the shape of interest and dividends was again invested.

But when this process was suspended and when foreign capital was withdrawn from municipal obligations and industrial investments there followed at once heavy shipments of gold to Europe without any compensating return in kind or equivalent. It was computed that at this time the principal of America's debt to Europe was not less than two billion dollars. The interest alone upon this vast debt was sufficient to turn the balance of trade against us when demand was made for its payment in gold. The Sherman law of 1890 for the compulsory purchase by the government of silver by the issue of new treasury notes was part of the effort of bimetalists to preserve the equality of the two metals. Then followed negotiations and conventions with European countries in the effort to secure their co-operation to this end. The failure of all such plans is well known. In the meantime gold was flowing out of the treasury in an uninterrupted stream, until the net reserve had fallen far below the one hundred million fixed by the law.

Thus a combination of influences worked together to produce an unhealthy condition of finance. It was a peculiarity of this disturbance that it was not caused to any perceptible extent by industrial unsoundness. Times were prosperous, so far as industry was concerned. Railroads were doing a large and profitable business. Farmers were producing large crops which sold at remunerative prices. Manufactories were running with full forces of employes and large orders ahead. All these were affected only as the banks suffered from depreciated securities or were unable to realize upon their loans. As the bottom fell out of the silver market by the decrease in price from seventy-eight cents per ounce in New York to sixty-five cents in four days, the government alone lost on the silver bullion in its vaults over thirty-seven million dollars. Such an effect upon the

currency of the country could not be otherwise than disastrous. Twenty-five national banks suspended in June, which was a larger number than had ever before suspended in a single year. Seventy-eight suspended in July and thirty-eight in August. The collapse of private and state banks was even more alarming. An average of about seventy suspensions a year up to the close of 1892 swelled to four hundred and fifteen during the first eight months of 1893. Their total liabilities amounted to nearly one hundred million dollars. Banks all over the country began to refuse to pay checks except in certified or clearing house checks; currency went to a premium and many factories were obliged to shut down for lack of money to pay their employes.

This state of things in the country generally was much ameliorated so far as Michigan was concerned, by the honesty and integrity of bank officers, the financial ability of directors and the intelligence of citizens. Efforts to allay excitement, to consider the situation calmly and deliberately produced good effects. The Central Michigan saving bank at Lansing closed its doors April 18, the Bank of Crystal Falls, upper peninsula, June 12, the City National bank of Greenville, June 23, and the Northern National of Big Rapids, July 8. All these banks showed assets above their liabilities and eventually liquidated with very small loss to their depositors. In addition to these, the First State bank of Hillsdale went into voluntary liquidation May 10, and the Farmers' National bank of Constantine, August 28. Nine private banks closed their doors, with liabilities far in excess of assets. These were I. M. Strong & Son of Bancroft, April 27; Farmers' bank, Brooklyn, May 25; Bank of Rockford, May 15; C. W. Chapin & Co., Stanton, July 10; Mather's bank, Lake View, July 18; Exchange bank, Gaylord, July 18; Exchange bank of Climax, July

20; Bank of Charlevoix, August 1; Olmstead & Storms Galesburg. The Lansing bank failure was due to very heavy loans to two local industrial enterprises which as it turned out, had been badly managed. The Crystal Falls bank was brought down by the failure of its correspondent, the Plankinton bank of Milwaukee.

A widely felt influence in quieting popular excitement and thus averting many failures was the action taken by the banks of Detroit. Though some of these banks were notoriously weak and unable to stand up under any considerable stress, by united agreement among all the banking institutions of the city it was arranged that all should stand or fall together. The failure of any one would have meant great excitement and the undoubted collapse of others, and the effect would have been widely disastrous. By the joint action taken the critical period was tided over and the weak banks were given an opportunity to strengthen themselves or quietly wind up their affairs at a time and in a manner which would attract no public attention. This wise action undoubtedly saved great disturbance and loss in the state generally, as well as in the metropolis locally. The Detroit Clearing House Association adopted the plan which had been previously found effective in New York, and by amendment to its constitution provided for a loan committee, authorized to receive from banks, members of the association, bills receivable and other securities to be approved by the committee, and issue therefor loan certificates, not in excess of seventy-five per cent. of the securities, to draw interest at the rate of seven per cent. and to be received and paid only in settlement of balances at the clearing house. Upon the delivery of such certificates a proper obligation was taken from the depositing member satisfactory to the loan committee together with the securities pledged therefor, for the

benefit of the holders of the certificate issued to the depositing member. In case of loss resulting from default in payment by a member or a maker of the obligation and failure to realize a sufficient amount from these securities held as collateral to the obligation, such loss was borne by all the members of the association.

The total amount of certificates thus issued was five hundred thousand dollars. The largest amount outstanding at any one time was three hundred and sixty thousand dollars, on September 11, 1893, and the last certificate was cancelled on November 10, of that year. The issuance of these loan certificates was criticised in some quarters, but without any substantial ground. They were not designed for, neither did they circulate as, money. They were only promises to pay and their sole function was that of discharging obligations at the clearing house. The first banks to feel the general monetary stringency were those of the large cities. Interior banks in ordinary times are accustomed to keep a considerable portion of their reserve funds in the city banks, for the reason that they get interest on the same while they are always available on demand. During the months of June to September inclusive, several million dollars were withdrawn from Detroit by interior banks, which, to protect themselves against the unusual demands by local depositors, were compelled to call in all their available funds. The system of settling clearing house balances with certificates was adopted in such cases with satisfactory results. This action had good effect upon public confidence, for it assured depositors of the safety of their funds, since it apprised them of the fact that by the united action of the clearing house association the support of all the banks was pledged for the protection of each. The savings banks also enforced, for the time being, the provision of law which permitted

them to require ninety days' notice before a depositor could withdraw funds. This rule was not rigidly enforced, as it might have been, but it served the purpose of allaying excitement and giving depositors to understand that all were upon an equal footing.

The effects of the panic passed off very slowly. In fact, the depression in industrial and business affairs was more severely felt in the following year than when the excitement was at its height. Three or four years elapsed before matters again resumed their normal condition. The real estate market had been stagnant and those who had investments tied up in such deals were sometimes left in a bad predicament. The rally was very tardy in making its appearance. This state of things applied to farming lands, as well as city lots.

John T. Rich of Elba, Lapeer county, was elected governor in 1892 and took his seat on the first of January, 1893. He was a native of Conneautville, Pennsylvania, where he was born April 23, 1841. His mother died when he was a child and at the age of seven he went alone to Michigan to make his home with relations. Afterward his father removed to Michigan and bought the farm at Elba where he lived until his death in 1872 and on which the son continued to reside. He was brought up a farmer and was a very intelligent and successful one. He was especially interested in the breeding of cattle and sheep, to which he gave considerable attention. He was for several years president of the state agricultural society and of the sheep breeders' association. He took active interest in politics and in 1872 was elected to the lower house of the state legislature in which he served eight years. He was speaker of the house one term. In 1880 he was elected to the state senate and while serving in this position he was elected to congress to succeed Omar D. Conger, who

had been chosen United States senator. He served one term in congress and was defeated for re-election. He was president of the farmers' mutual fire insurance company; was appointed by Governor Luce in 1889 commissioner of railroads. He served two terms as governor, being elected in 1892 and again in 1894. Later he served two terms as United States collector of customs at Detroit.

At the election in 1892 Governor Rich was elected by a vote of two hundred and twenty-one thousand to two hundred and five thousand for Allen B. Morse, democrat, and twenty-one thousand for John W. Ewing, populist. In 1894 he was re-elected by a plurality of more than one-hundred thousand over Spencer O. Fisher, democrat. In this latter election A. W. Nichols populist, received upwards of thirty thousand votes. The other state officers who served during his first term were J. Wright Giddings, lieutenant governor; John W. Jochim, secretary of state; Joseph F. Hambitzer, treasurer; Stanley W. Turner, auditor general; John G. Berry, commissioner of land office; Adolphus A. Ellis, attorney general; H. R. Pattengill, superintendent of instruction. In February, 1894, John W. Jochim was removed by the governor for cause and Washington Gardner was appointed to fill the vacancy. At the same time James M. Wilkinson was appointed treasurer to fill the unexpired term of Joseph F. Hambitzer, removed for cause, and William A. French, was appointed to fill the vacancy in the office of land commissioner, created by the removal by the governor, for cause, of John G. Berry. These appointees were elected at the ensuing election and served during the second term of Governor Rich. The other state officers during this term were Alfred Milnes, lieuteant governor; Stanley W. Turner, auditor general; Fred A. Maynard, attor-

ney general; Henry R. Pattengill, superintendent of public instruction.

The disagreeable necessity for removing the incumbents of three important state offices arose in this manner. The three officers named were made by law a board of canvassers to canvass the votes cast for state officers and upon constitutional amendments. At the general election on April 3, 1893, several propositions were submitted for amending the constitution. Among these was one to increase the salaries of all the state officers, except governor. This same proposition, substantially in the same form, had been previously submitted to the people and rejected. This time it was duly declared by the board of canvassers to have been carried by a vote of sixty-four thousand, four hundred and twenty-two in favor to sixty-two thousand, six hundred against. It will be noted that this was a matter in which the canvassers were directly interested, inasmuch as their own salaries were thereby to be increased, with others. Shortly after the announcement of the favorable result upon the amendment it began to be noised about that there had been some juggling with the figures. Persons who had looked through the returns in the office of the secretary of state reported that, so far from the amendment having been carried, there was a decided majority the other way. Thereupon the attorney general took proceedings in the supreme court to mandamus the board to re-convene and canvass the vote anew. This they did, with the report that this time they found fifty-nine thousand, three hundred and seventeen votes in favor to seventy-thousand, seven hundred and seventy-two against. Hereupon the governor peremptorily removed the officers who had been guilty of such fraudulent practices, in violation of their oaths of office and of common honesty. They refused to surrender, claim-

ing that the governor had no power to remove them. It should also be said that in explanation of the bad looking mess they said that the figures had been compiled by a clerk in the office of the secretary of state; that, without verifying them, they simply met and discharged their duties in a perfunctory manner by signing the report which the clerk had placed before them. Their contest in the supreme court did not go into the merits of the matter, but was strictly upon the technical ground of the rights of the governor in the premises. The supreme court held that the incumbent of an office had no vested rights therein, that his relations with the people who put him into office were not contractual relations, and that the power of the governor was indisputable. Thereupon the appointes of the governor were given possession of the offices.

United States senator Francis B. Stockbridge was re-elected for the full term of six years. He died, however, a little less than a year later and Governor Rich appointed John Patton of Grand Rapids, to fill the vacancy until the next meeting of the legislature. When the legislature of 1895 met Mr. Patton was a candidate to complete the term. Julius C. Burrows, who had sat in the house for several years was a candidate for the vacancy and was successful in the republican caucus, in which the vote was divided between himself, Mr. Patton and Schuyler Olds. He did not carry a majority, but a small plurality over Mr. Patton. The same legislature re-elected Senator James McMillan for the full term to succeed himself.

The accession of Grover Cleveland to the presidency in 1893, gave opportunity to place some Michigan men in important positions. Don M. Dickinson was made postmaster general in the cabinet; William E. Quinby of Detroit was appointed minister to the Netherlands;

Gen. John G. Parkhurst of Coldwater was appointed minister to Belgium; Allen B. Morse of Ionia was made consul at Glasgow, and John M. B. Sill of Ypsilanti was sent as consul at Seoul, Corea. At the spring election in that year Frank A. Hooker was elected a justice of the supreme court, and Frank W. Fletcher and Dr. Hermann Kiefer were chosen regents of the university. The legislature authorized the organization of naval militia, which was a timely move, as appeared afterward upon the breaking out of the war with Spain. The legislature also authorized the creation of a public lighting plant in Detroit, the first of its kind in any city of considerable size in this country.

So much of the time of each legislature having been taken up with the consideration of charters and charter amendments for the several municipalities of the state, the legislature of 1893 passed an act for the appointment by the governor of a charter commission whose duty it should be to prepare charters for cities and villages of the several classes. It was the idea of those who advocated this measure that a carefully considered and well balanced general charter could wisely be substituted for the numerous special charters then in vogue, and thus would be saved much legislative time and wrangling. Governor Rich appointed Wm. Hartsuff, Garrett Diekema and Edwin F. Conely as such commission. Mr. Hartsuff shortly withdrew for lack of time to give attention to the matter and Mark S. Brewer was put into his place. This commission prepared a series of charters for villages and cities of small population and presented the same to the legislature of 1895. But this work apparently was not very cordially received by the legislature. It was handled rather roughly by the committees which had it in charge. The members of

these committees seemed to think that they knew as much about charter making as did the commission who had given the subject long and careful consideration. The result was the passage of a general village charter and a charter for cities of the fourth class, but upon lines quite widely divergent in some important particulars from those prepared by the commission. The latter accordingly took notice that their services were not likely to prove acceptable to the law makers and their efforts were gradually suspended.

In his message to the legislature of 1895 Governor Rich called attention to the unsatisfactory financial condition of the state. The legislature of 1891, being an opposition legislature, appeared to think it good political policy to cut down appropriations and thus make a record of economy. The result was that in November, 1893, the treasury was empty. The railroads kindly came to the relief of the state by making advance payment of their taxes. The governor taking this fact for a text in his message to the legislature of 1895 urged a constitutional amendment to authorize more liberal borrowing. The constitution of 1850 permitted the borrowing of no more than fifty thousand dollars. But the governor suggested that while fifty thousand dollars might have looked like a very large sum in 1850, the state and all its resources and the situation of things generally had in the meantime so greatly expanded that the sum had become really a very small one.

A great deal of the time of the legislatures of both 1893 and 1895 was wasted in discussion of a scheme of taxation of church property. From the organization of the state, real estate used for religious and educational purposes has been exempt from taxation. The people had acquiesced in this system, without remonstrance. But some legislator had a bright idea and

forthwith sprung the church taxation scheme. The whole subject was threshed over two sessions, but it ended where it began and church property is still exempt.

The state had suffered from labor disturbances which interrupted industrial operations in many ways. The railroads were more or less hampered by striking employes. It was necessary to send troops to Negaunee in 1894 to suppress riots started by striking miners. The labor element had long been trying to stop the competition of prison workers. Sufficient influence was now brought to bear to prevent further contracts for prison labor. This was a hardship in some respects upon the prisoners who were thereby compelled to idleness, and upon the state which is compelled to support them. The Detroit house of correction has from its organization, about 1860, worked its prisoners on its own account. Without exception, every year has shown a profit, and in the aggregate the city has derived a large revenue therefrom. No reason appeared in theory why the state could not do the same with its prisons. The legislature of 1895 took steps to abolish the contract system and to utilize the labor of prisoners for the benefit of the state. This did not work out quite satisfactorily in practice, but showed some improvement in the conditions.

The legislature passed an act to stop the fusion of political parties, by forbidding the printing of the name of any candidate more than once upon the Australian ballot. Before the April election a case was made up to test this act and the Supreme Court sustained the law. Politics did not cut much of a figure at the session of the legislature in 1895, in view of the unprecedented fact that there was but a single democrat in the entire Legis-

lature, John Donovan of the first representative district of Bay county.

At the spring election of 1895 Joseph B. Moore was elected to the supreme bench and Roger W. Butterfield and Charles H. Hackley were chosen regents of the university. Mr. Hackley resigned immediately after election and George A. Farr was appointed to fill the vacancy.

The Legislature authorized the county of Wayne to purchase a site and erect a new county court house. The county then had no court house, but rented quarters for its courts and officers from the city government in the city hall. The site for this new building was purchased in 1894 at a cost of five hundred and fifty thousand dollars. It embraces forty-four thousand six hundred and twenty-five square feet. The extreme length of the building is two hundred and fifty-five feet, and its depth one hundred and seventy-five feet. The extreme height of the tower is two hundred and forty-seven feet above the grade level. The material used is gray granite for ground and first floors and Ohio sand stone for the three upper floors and tower. The design and treatment are pleasing. There is some ornamentation, but it is not profuse. The interior is elegant in finish, with a grand marble staircase, marble wainscoting and mahogany woodwork. The total cost of the building, exclusive of site, was one million, five hundred and eighty-nine thousand, four hundred and fifty-nine dollars. Ground was broken September, 1896, and the completed building was first occupied July 1, 1902.

CHAPTER XIV

The Pingree Regime

HAZEN S. PINGREE first appeared in state politics in the Republican convention held at Grand Rapids in the summer of 1894. He there came forward as a candidate for governor and was defeated by Governor Rich, who, according to all party usage, was entitled to a second term. To thus undertake to set aside the precedent, without some substantial complaint against Governor Rich was foolish. To this folly was added the further unwisdom of requiring the entire Wayne delegation, supporting Mr. Pingree in the convention, to sit mute and refuse to vote when, upon roll call, it became evident that Rich was to be nominated. It was characteristic of Mr. Pingree that he despised conventional ways of doing things and was inclined to govern his conduct according to his own ideas. His career was short but strenuous. Hazen S. Pingree was born at Denmark, Maine, August 30, 1840. He was a son of Jasper Pingree, a farmer, who was born at Denmark in 1806 and continued to reside there until 1871, when he removed to Detroit where he died in 1882. The son lived at home until fourteen years of age, when he went to Saco, Maine, where he secured employment in a cotton mill. In 1860 he went to Hopkinton, Massachusetts, where he was employed in a shoe factory and learned the trade of cutter, at which he worked until August, 1862, when he enlisted as a private in the first Massachusetts regiment of heavy artillery. When the regiment was mustered out at the end of its three years of service, he re-enlisted in the field for the war. With the regiment he participated in the battles of Second Bull Run, Fredericksburg, Spottsylvania, Cold Harbor, North Anna, and other desperate and bloody engagements. In May, 1864, he

was captured with a number of his comrades while guarding a wagon train. He was confined for five months in the prisons at Andersonville, Salisbury and Millen, when he was exchanged and rejoined his regiment in front of Petersburg. He was in the battles at Petersburg, Sailors Creek, Farnsville and was present at Lee's surrender at Appomattox Court House. He was mustered out of service in August, 1865.

Shortly thereafter he went to Detroit and found employment at his trade in a shoe factory. He decided to embark in business for himself and in December, 1866, in company with Charles H. Smith, a small shoe factory was bought. The entire capital of Pingree & Smith in this venture was thirteen hundred and sixty dollars. The first year they employed but eight persons, and their entire production reached only twenty thousand dollars. From this small beginning by industry, strict attention to business and judicious management a trade was rapidly built up which required increased facilities, improved machinery and enlarged quarters. In the course of the thirty intervening years the establishment had grown to be one of the largest of the kind in the United States, employing nearly a thousand workmen and with an annual product of more than a million dollars. From the beginning of the enterprise Mr. Pingree had the entire personal supervision of it. The credit of its success was due to his hard work, good business judgment and energetic management. This success brought wealth to both partners.

Up to 1889 Mr. Pingree had taken no part whatever in public affairs. Absorbed in his own business, he had never found time or inclination to mingle with his fellow citizens in public efforts for reform in municipal or state matters. He had usually voted the Republican ticket and had not been known to criticise the party

H. L. Pingree

management. In the fall of 1889 a municipal campaign was on in Detroit. The Democrats had been for many years in unchallenged control, but some things had been done by Mayor Pridgeon, the incumbent, who was a candidate for re-election, which made him somewhat unpopular. The Republicans were inclined to take advantage of this fact. They were looking for a business man for a candidate, who had no political antagonisms and who would administer the affairs of the city on a business basis. At a meeting of Republican business men to consider the situation various names were suggested. Finally some one proposed Mr. Pingree, who was present, and the suggestion met with favor. Before the meeting broke up Mr. Pingree had consented to make the canvass. He was nominated and was elected by a good round majority. He knew nothing of the wiles of the politicians and apparently had no desire to learn them. He chose wise, level-headed advisers, and his administration had been proceeding in a quiet and uneventful manner for nine or ten months when an event happened which apparently changed him almost in a day from an unambitious business man to a politician of the most advanced type.

This event was a strike of all employes of the local street car lines. The strike proceeded to the extremity of rioting in the streets and thoroughfares, with destruction of property, and so evidently had passed beyond the control of the police and other public authorities. The street car company was very unpopular and the strikers had public sympathy mainly on their side. In this situation of affairs, with Mr. Pingree as the head of the city government bound to preserve order and protect lives and property, he harangued the strikers and told them in effect that they were right and that he endorsed their conduct. Under these circumstances the

street car company promptly surrendered to the strikers who were permitted to make their own terms for restoring order and resuming public service. This result made Mr. Pingree a hero in the eyes of the class which the strikers represented, although it greatly embittered against him the capitalistic class. It was upon this policy that he then decided, apparently, to build his political plans. There can be no question that the great majority of the voters were with him. He was four times elected mayor of Detroit, carrying everything before him, overwhelming all opposition.

The street car situation furnished Mr. Pingree with political capital for several years. The popular prejudice against the concern helped him in his warfare upon it for a reduction of fares. The owners of one company, mainly citizens of Detroit, sold out their interests to New York capitalists who thereupon advanced fares from six tickets for twenty-five cents to a straight nickel, as they had a right under their charter to do. Mr. Pingree induced some capitalists, mainly local friends, to build competing lines to all parts of the city. A charter was granted with fares fixed at eight tickets for a quarter up to eight o'clock P. M., and after that hour six tickets for a quarter. He also induced the city to begin suit against the old company to test the validity of its charter, taking the ground that this had been illegally extended. He fought "the octopus," as he described it, with tooth and nail, but he was finally defeated on every legal proposition in the court of last resort, the Supreme Court of the United States. He held on to the office of mayor after he assumed the duties of governor, for the purpose of fighting a consolidation of all the roads in the city, including the one he had himself promoted as a competing company. This consolidation he was not able

to prevent. During the whole of Mr. Pingree's strenuous career, from the outbreak of the street car strike in 1890, to its closing chapter ten years later, a street car fight was perpetually on. There were times when the controversy might have been settled, to the apparent advantage of the city, but he would permit no settlement. His characteristics provoked warm antagonisms, as well as warm advocates. But it seemed to many that he enjoyed controversy and that a state of peace and quietness would not have been pleasing to him.

He showed genuine sympathy with the toilers and those endowed with little or nothing of this world's goods. After the panic of 1893 there was much distress among the working classes, owing to lack of employment. The city came to the relief of the needy in the usual fashion of doling out supplies of fuel, food and clothing. Mayor Pingree made a suggestion which was at once taken up and carried to success, until all need for temporary relief had passed. Under his advice and supervision vacant lands in the city were turned over to all who would use them, to be planted with potatoes and other garden vegetables. The city provided teams and tools to cultivate the ground, and also seeds for planting. The crops were largely planted and cared for by women and children, and when harvested in the fall supplied the needy families with food for the winter. This was the wisest kind of charity, for it gave all self-respecting persons a chance to raise their own subsistence. The plan was carried out through two or three successive summers until there seemed to be no longer need for this method for helping the poor. It attracted very wide attention and comment at the time and made the name of Pingree, as the originator of the scheme, known far and wide.

In 1896 Mr. Pingree received the Republican nomi-

nation for governor. It was the year of a presidential campaign, in which the Democratic party was split by the nomination of Mr. Bryan for the presidency on a free silver platform. Mr. Pingree received three hundred and four thousand, four hundred and thirty votes, to two hundred and twenty-one thousand votes for Charles R. Sligh, Bryan Democrat, and nine thousand seven hundred and thirty-eight for Rufus S. Sprague, straight Democrat. Mr. Pingree was still mayor of Detroit and undertook to retain that office after he had been inaugurated governor. Proceedings were begun against him to oust him from the mayorality, and the Supreme Court held that, since the law provides that the mayor is subject to be removed by the governor, both offices could not properly be held by the same person at the same time.

The other state officers serving during this same term were, Thos. B. Dunstan, lieutenant governor; Washington Gardner, secretary of state; George A. Steel, treasurer; Roscoe D. Dix, auditor general; Fred A. Maynard, attorney general; William A. French, commissioner of land office; Jason E. Hammond, superintendent of instruction. During Governor Pingree's second term the same state officers were associated with him, except that Orren W. Robinson was lieutenant governor; Justus S. Stearns was secretary of state; Horace M. Oren was attorney general. At the election in 1898 Governor Pingree's plurality over Justin M. Whiting, Democrat, was seventy-five thousand.

In his inaugural message to the legislature of 1897 Governor Pingree sounded the keynote of the policy which he faithfully followed through his entire gubernatorial career—primary election reform and railroad taxation. These two things had taken strong hold on his mind. With reference to the former he said, "If we

would inaugurate reforms in our state government we must commence where the governing power originates, in party organizations and conventions. Under a representative form of government the people should have free choice of their representatives. Any obstruction to such choice should be removed. Syndicates of office seekers are formed, corrupt combinations are made, delegates are bought and sold, promises of position to unworthy men are often of necessity made. The convention has become the medium of trickery, bribery and fraud. The direct vote of the ballot holder for party candidates is the simplest means of expressing preference for representatives." This was the opening gun against the "bosses" who had controlled caucuses and conventions, made up slates and manipulated political affairs in their own personal interests. It is worthy of note that these "bosses" fought vigorously and long to save their power and prestige. Mr. Pingree had been in his grave for years before the great reform for which he gave the clarion call was conquered by and for the people.

The same is true in even greater degree of the other question of which he made mention in his first message. After speaking of the necessity for reducing the charges of department and state institutions to their proper maintenance and administration, he added: "I also recommend, in order to the proper distribution of the public burdens, that all forms of wealth bear their just proportion of taxation. The policy of continuing the system of specific taxation of corporations as the sole resource of the state from such organizations, which originated when the state was new and which favored the promoters of needed works for small and scattered communities, has long been regarded with disfavor by the people of this state, who contend that the time has

arrived when the well-known inequalities of taxation should be adjusted and proportioned according to values. There is nothing novel in this recommendation. In 1877 Governor Bagley took occasion to emphasize the inequalities of specific taxation of corporations. In the same year Governor Croswell recommended improved methods for uniformity in levying taxes. In 1887 Governor Luce recommended the equalization of taxation. In 1891 Governor Winans recommended equalizing taxation as between classes of property paying specific taxes and property under assessment. It will thus be seen that the contention of the people against the system of solely specific taxation of corporations found expression at the capitol through several of the governors regardless of party, and as early as the seventies, and that the recommendations were in favor of taxing the property of the corporations as other property is taxed. The question therefore, is no longer for debate but for energetic action." Nevertheless, the corporations were all-powerful in the Legislature, and Governor Pingree passed off the stage, as did also his successor, before there was any glimmer of light indicating the coming day for the tax-burdened householder. The taxation of mortgages upon land was condemned by the governor as double taxation. The Legislature took prompt note of this and repealed the mortgage tax law.

Governor Pingree in characteristic style in his message paid his respects to a class of persons who frequented the capitol during sessions of the Legislature. He said: "I cannot refrain from expressing my views upon the subject of the professional lobbyist. At every session of the Legislature just meaures are killed by the enemies of good government and equal rights, and the means used to compass their death are the paid lobbyists who infest our halls. If the members of the

Legislature are not intelligent enough to give independent thought and action to great public measures without the aid of those who wine and dine and cajole and flatter and bribe, at least some steps should be taken to modify the nuisance. I do not propose to formulate rules for the government and control of those whose business it is to obstruct legislation. If the lobbyist, like the poor, must be always with us to aid in thinking and assist us in acting and furnishing us food and drink, there should be some method of enrollment and a fee demanded as a condition precedent to the right to practice before the people's legislative jury."

"It has come to my knowledge that some of these professionals have secured large retainers from individuals and corporations who are interested in obstructing honest legislation. It unfortunately happens that in the past at least a few of the members of both houses have occupied the dual capacity of legislators and lobbyists, being paid by the people a small salary to serve in the former capacity, and being hired by the people's enemies at high salaries to serve in the other capacity. It has not been necessary for these to be enrolled, as their real employers are generally discovered early in the session of the Legislature."

He also dealt somewhat with the question of public franchises, upon which he had decided views, gained through his experience with the Detroit street railways. He said: "Combinations and consolidations by franchise owners in cities are going on all over the United States. These combinations and consolidations are for the purpose of keeping up tolls. These tolls are indirect taxes, and to the extent that the right to regulate the tolls is abandoned by the sovereign or the local power to the franchise owner, to that extent the right to levy taxes is given away. The state or the municipal-

ity appoints an agent for a period of thirty years, and before the time has half expired the agent becomes the master and the master becomes the slave." He maintained that the state should always reserve the right to regulate the charges of public service corporations, such as street railways, telephone, express companies, sleeping car lines, etc. He insisted that some way should be found to prevent such corporations from watering their stock and issuing bonds to an unlimited extent, thus compelling the public to pay interest and dividends upon over issues. It is to be noted that the Legislature paid little or no attention to these wise and important recommendations.

Governor Pingree lacked tact in dealing with members of the Legislature. He was addicted to saying sharp things and his intemperate language often provoked personal antagonisms which seriously hampered his good intentions. Because the senate hesitated to confirm some of his nominations he denounced that body and threatened to defer all his appointments until the legislature had adjourned and then make them as recess appointments. He objected to the Senate considering his nominations behind closed doors and promised to break in and listen to the harsh things said about himself in executive session. Nevertheless, in spite of all this friction, nearly all his nominations were confirmed; at least he fared no worse in this respect than the average of governors. And the Legislature brought forth a fairly good quantity of worthy laws.

Provision was made for agricultural institutes in the several counties. A liberal appropriation was made and the whole matter was placed in charge of the State Board of Agriculture. A scheme of home reading circles was also provided for, with a systematic plan for making more tolerable the condition of the rural

agriculturists. In the same line was the provision for a bonus of one cent a pound for all the beet sugar produced in the state. This was a new industry, just in an experimental stage. It had been demonstrated that sugar beets could be successfully grown in Michigan. The mills and machinery for converting beets into sugar were somewhat expensive. In order to grow the beets profitably it was essential to have the sugar making machinery near at hand, for the market would not stand the expense of a long haul of the raw material. The plan worked. A large number of mills were started, the beet growing industry was stimulated and Michigan speedily became one of the great sugar producing states. When the necessity for it had passed, a few years later, the bounty law was repealed.

Another law in the interest of the farmer was that which made it a penal offense to color oleo-margarine in imitation of butter. The market had become flooded with the cheap products of the Chicago slaughter-houses, put up in the form of butter and not easily distinguishable in appearance from it. This stuff, if properly made and carefully handled, may have been wholesome enough. But it could be made so much more cheaply than butter that the latter stood no chance against it in competition. Hence the legislation. The general government also soon found it necessary to enact similar restrictions.

Voting machines were first authorized in 1893, when the Rhines machine was approved. At the following session of the Legislature the Myers machine was permitted to be used at certain elections. In 1897 authority was given to use the Abbott or any tested and reliable voting machine. The provision was that the board of supervisors of any county, or the council of any city or village may at a regular meeting by two-thirds vote

authorize the use of such machines at any election during the ensuing year. Tests were required and instructions to voters and the method of voting and canvassing the vote was prescribed. Machines were tried in various localities. With all their obvious advantages they still show some serious defects and so have not yet come into general use.

At the election in the spring of 1897 Judge Charles D. Long was re-elected to the Supreme bench. William J. Cocker was re-elected a member of the board of regents of the university and Charles D. Lawton was also elected a regent.

CHAPTER XV

The War with Spain

THE war with Spain is assumed to date from April 21, 1898, when Minister Woodford was given his passports at Madrid, although the formal declaration by the congress was not made until April 25th. The act of declaration by the congress stated that war has existed since the 21st day of April. On April 23d the president called for one hundred and twenty-five thousand volunteers. A second call was made May 25th for seventy-five thousand, bringing the total of men called for up to two hundred thousand. This latter call proved to have been unnecessary. In the preceding March, seeing the trouble brewing, the congress had appropriated fifty million dollars for national defense. Hurried preparations were at once made for mobolizing and equipping the levies. The plans of the government included the increase of the regular army to about sixty-five thousand men. Beyond that the several states were called upon to furnish their quota of the volunteers, based on population. This call upon the states was confined first to the militia, where such organizations existed, and then to the citizens at large. The governors of the several states were informed that members of the state militia would be first mustered. The war department especially enjoined the state governors to inform the members of the militia that enlistment must be entirely voluntary. No reflection upon patriotism or courage should be cast upon any members of the militia who could not leave their homes or employment, except at unnecessary sacrifice. The number required of Michigan on the first call was four full regiments of infantry of a thousand men each, and upon the second call about one more regiment of a thousand men.

The state cut something of a figure in the war, aside from the regiments which it put into the field. Russell A. Alger, who was secretary of war, was a former governor of Michigan. Upon his shoulders fell the responsibility of equipping, transporting across the sea and maintaining in the field the troops required in the campaigns in Cuba, Puerto Rico and the Philippines. After more than thirty years of peace it may well be supposed that the sudden call to active military operations found the country all unprepared for such an emergency. In response to the President's call the country arose almost en masse. Tenders of service came from every direction. It is safe to say that ten men offered their services where one was required. These overwhelming offers were embarrassing. Meanwhile the war department was trying its utmost to get things in shape for equipping and handling the recruits to the regular army and the volunteers gathered by the states. To transport the army and its equipment and supplies to Cuba required many ships. In this emergency Secretary Alger called to his assistance Colonel Frank J. Hecker of Detroit, of whose fitness for the task the secretary had personal knowledge, and assigned to him the duty of procuring the ships. They were promptly forthcoming. The command of the fifth corps, which was the army which invaded Cuba and fought before Santiago, was assigned to Major General William R. Shafter, a native of Michigan, who had served efficiently in the Civil War which he entered as a lieutenant of the Seventh Michigan Infantry. After the close of the Civil War he joined the regular army in which he had risen to the rank of brigadier general, upon merit and length of service. Colonel Henry M. Duffield of Detroit, was made a brigadier general of volunteers and was assigned to the command in Cuba

of a brigade composed of the ninth Massachusetts and the thirty-third and thirty-fourth Michigan regiments of volunteers. Major George H. Hopkins of Detroit, was appointed a personal aid to the Secretary of War and was assigned to the duty of selecting camps and inspecting the sanitary and other conditions surrounding them. Only a small fraction of the regiments raised were called to the front. Others were gathered in camps at Tampa, Mobile, Washington and Chickamauga. Besides these thus gathered in army camps there were others in regimental camps in their several states, which never left them, but were disbanded after it became evident that their services in the field would not be required. It was the duty of Major Hopkins to familiarize himself with the conditions of these various camps and suggest methods of remedying defects. After the engagement at Santiago, which practically ended the war, the health of the troops in Cuba required that the men be sent North at the earliest possible moment. Accordingly a convalescent camp was established at Montauk Point, Long Island, to which the whole of Shafter's army was brought. In this camp Major C. B. Nancrede of the Medical Department of the State University, was chief surgeon. He had served from the beginning of the war as surgeon of the thirty-third Michigan, and upon his promotion was succeeded by Major Victor C. Vaughan, also of the State University.

It happened that the Legislature was in session when the war broke out. It promptly passed an act for a war loan of a half million dollars. Governor Pingree threw himself with all his wonderful energy into the task of raising, equipping and sending into the field at the earliest possible moment the state's quota. On the day following the call of the President an order was

issued for the mobilization of the entire Michigan National Guard at Island Lake within three days. General E. M. Irish was placed in command and the work of completing the roster of the several regiments was earnestly prosecuted. The regiments thus organized were designated thirty-first, thirty-second, thirty-third, and thirty-fourth Michigan Volunteer Infantry, following in numerical order the infantry regiments of the Civil War. The thirty-first was mustered May 10th and left on the 15th under command of Colonel Cornelius Gardner for Chickamauga Park, Georgia. The thirty-second was mustered May 4th and left on the 19th under command of Colonel William T. McGurrin for Tampa, Florida. The thirty-third was mustered May 20th and left on the 28th under command of Colonel Charles L. Boynton for Camp Alger near Washington. The 34th was mustered May 25th and left June 6th under command of Colonel John P. Petermann for Camp Alger. Under the second call of the President the 35th regiment was organized under Colonel E. M. Irish July 11th and left for Camp Meade, Pennsylvania, September 14th. In organizing, equipping and training these regiments while in camp at Island Lake, Captain Irvine of the Eleventh United States Infantry and Lieutenant Winans of the fifth United States Cavalry, rendered efficient service.

The men gathered in the southern camps, particularly at Chickamauga and at Camp Alger, suffered severely from sickness. At the former camp there was an epidemic of typhoid fever, and the thirty-first Michigan was removed to Macon, Georgia, where it remained in camp until January, 1899, when it was sent to Cuba. It was landed at Cienfugas and was thence distributed in the towns of Santa Clara province to preserve order and protect property. The regiment was engaged on this

service until the following April when it was returned to this country and mustered out. It lost fourteen men who died from sickness in southern camps and hospitals.

The thirty-second was one of the earliest regiments moved to Fernandina, Florida, where it remained in camp for some time. It was not among those assigned to service in Cuba, and after a little delay it was transferred to Fort McPherson, Georgia, where it remained until September, when it was returned to Michigan and mustered out of service. While in the service twenty men died of disease.

The thirty-third and thirty-fourth went to Tampa whence they were embarked for Cuba on the transports Paris and Harvard. They were in General Duffield's brigade, which formed a part of General Shafter's army which fought and defeated the Spaniards at Santiago. They did not participate in the fight at San Juan Hill, but were engaged in the attack at Aguadores which was planned to divert the enemy from the plan of battle of the main army and prevent their reinforcing it. In this engagement three of the thirty-third were killed or died of wounds. Yellow fever broke out in the camp at Siboney and fifty died there or at Montauk Point or on the transport bound for the latter camp. The thirty-fourth suffered even more severely, for eighty-eight deaths in that regiment are recorded, a very large proportion of these being from yellow fever while in camp near Santiago or in hospital on Long Island. These regiments were returned from Cuba in August and reached Michigan in September. They were mustered out at various times between September 3rd, 1898, and January 2nd, 1899. Of those who survived the hardships of the campaign many returned broken in health. The thirty-fifth was mus-

tered out at Augusta, Georgia, March, 1899. Of its members twenty-three died of disease in camp.

The whole number of men mustered was six thousand six hundred and seventy-seven, and the total number of deaths about two hundred and fifty. Through the efforts of Governor Pingree the men were permitted to draw thirty to ninety days' pay upon furlough prior to discharge. Those who were in Cuba were also allowed pay for the fever infected uniforms they were compelled to destroy.

Beside the infantry regiments furnished to the volunteer service Michigan was represented in the naval arm. Being encouraged thereto by the general government a naval brigade was organized in Michigan in 1897. The Navy Department assigned for the use of such naval brigade the United States Ship Yantic, which was at the time in the Boston navy yard undergoing repairs. The delicate international question of getting this war vessel through Canadian waters was successfully disposed of. The Governor of Michigan on behalf of the state receipted for the Yantic to be delivered to her commanding officer, Lieutenant Commander Gilbert Wilkes, at Montreal. From that point she was taken and handled by the officers and men of the state naval reserves, and arrived at Detroit December 8th, 1897. The men had some opportunity to drill and familiarize themselves with naval discipline. Before the first call for volunteers Governor Pingree received a telegram from the Navy Department asking for men for service on the United States Ship Yosemite. The call was promptly responded to and 270 men and eleven officers of the Naval Militia of Michigan enlisted in the navy. The Yosemite was wholly manned by Michigan men and under the command of Lieutenant Commander W. H. Emory convoyed the transport Panther to Guanta-

namo and covered the first successful landing of American troops on Cuban soil. Afterward it maintained single handed the blockade of San Juan, Puerto Rico and proved the efficiency of the ship and her crew by the capture of prizes and the destruction of blockade runners. The Governor in his annual message congratulated the state on the showing made in the war by its naval militia, and also congratulated the men upon the records they made.

Through the whole session of the Legislature of 1897 Governor Pingree and his close friends in the house had strenuously and persistently urged a measure for the increase of taxation of corporations. But the influences of the latter were too strong to be overcome. So in March, 1898, the Governor called the Legislature to meet in extra session. It was this session of the Legislature which was on when the destruction by explosion of the United States Ship Maine in the harbor of Havana so stirred feeling in this country that war was inevitable. Governor Pingree gave as a reason for this call that there are so many bills at a general session and the time of the members is so taken up with miscellaneous matters that they have no opportunity to give the careful attention which it deserves to the question of railroad taxation. He said, in violation of the spirit, if not the letter of the constitution laws have been passed from time to time by which railroad companies, express companies, telegraph and telephone companies, now owning, according to their sworn returns, at least one-third of the property of the state, are required to pay only about one twenty-sixth of the taxes, leaving their just proportion of the cost of supporting our schools, asylums and other public institutions and of defraying the public expenses to fall upon the farmers, laborers, manufacturers and other property owners of

the state. Upon this issue he fought vigorously, not only then but throughout his entire term in the gubernatorial chair. The Legislature sat in special session only a week. It accomplished nothing on the subject for which it was called. While the house took favorable action upon the measure proposed by Representative Atkinson the Senate blocked its passage.

In the regular session of the Legislature of 1899 Governor Pingree devoted the main portion of his very lengthy and elaborate message to this same subject. He again pointed out the inequality. He said that the average rate of taxation for all purposes is not far from two and a half per cent. on the dollar, while the rate paid by corporations that are taxed on their earnings is about six-tenths of one per cent. In other words, individual property pays twenty-five dollars upon a thousand dollars of valuation while the property of these corporations pays six dollars upon a thousand of actual value. He made a strong appeal for a change of the method of taxation of corporations to a taxation of values, as is the case with reference to all other property. The Atkinson bill was again brought forward and its consideration took up much of the time of the session. It finally passed in March after having been modified in some respects. It provided for an assessing board and the Governor appointed Robert Oakman, A. F. Freeman and Milo D. Campbell as such board. The Supreme Court in the following April in a telephone case declared the provisions of a similar act with reference to ad valorem taxation of corporations in violation of the constitution.

Thereupon Governor Pingree called an extra session of the Legislature in December, 1899, and an amendment to the constitution was proposed to cover the point which in the opinion of the Supreme Court was fatal to

the plan of taxation intended. This special session continued from December 18th, 1899, to January 5th, 1900, but failed to agree upon an amendment to the constitution. October 10th, 1900, the Governor again called the Legislature into extra session, and this time an amendment was approved to be submitted to the people. At the general election in November, 1900, it carried by the overwhelming popular majority of 443,000 for to 54,000 against. Thus it would appear that public opinion was strongly with the Governor in his campaign for a better adjustment of tax burdens, as between corporations and individuals. The amendment having carried, the Governor again called the Legislature into extra session, December 12th, 1900, upon the eve of the expiration of his term of office, and urged the re-enactment of a measure along the lines of the Atkinson law to require the property of all corporations heretofore paying specific taxes upon earnings to be spread upon the assessment rolls at its true value. The session continued ten days, but the Senate refused to pass any measure to which the House would consent, and so the effort for legislation satisfactory to the Governor was fruitless. Governor Pingree thus made a vigorous and consistent fight throughout both his terms of office to secure reform of our tax laws and to get all property on the assessment rolls upon an equal basis. But the corporations were sufficiently powerful through their friends in the Senate to defeat his purpose. The fight, however, was not ended. Though Governor Pingree passed from the stage his spirit survived to carry on the warfare against privilege.

One of the notable events attendant upon the Legislature of 1899, was the passage of an act for the municipal ownership of street railways in Detroit. Governor Pingree was greatly incensed when all the street

railway corporations in that city practically consolidated, by passing into the hands of a single corporation owned and controlled by New York capitalists. We have seen how he induced the city to engage in litigation in an effort to forfeit the charters of some of the companies which had formerly obtained through the aldermen an extension of their rights and privileges, and also how he induced a competing company to enter the field and operate several lines under reduced fares. Now that all the lines were operated under a single company, capitalized and bonded at a sum enormously beyond actual value, he conceived the idea of getting the city to buy them and either operate them on municipal account or lease them to an operating company. In this way the city could regulate fares and relieve the people from the exorbitant rates charged. He negotiated with the owners of the company and a price was agreed upon which he declared a fair one. He was convinced that the city could pay the seventeen and a half million asked and operate the lines at a good profit on a three cent, or even a two cent, fare.

Through his instrumentality a measure was put through the legislature authorizing the city of Detroit to buy, build and operate street car lines and a board of commissioners was provided to handle the business. The common council was subservient. But there was very strong opposition among citizens and much excitement prevailed. Some thought the scheme a good one; more opposed it as a dangerous socialistic movement, tending to build up a huge political machine, a fruitful source of graft and dishonesty. The subject was discussed with great heat on both sides. Steps were taken to test the constitutionality of the act referred to. The supreme court found it in violation of the constitution and so declared it null and void.

Another subject in which Governor Pingree was deeply interested and which he advocated in his several messages was primary election reform. The legislature of 1899 gave considerable attention to the question. The politicians soon found that its adoption would put them out of business to a great extent. Those whose occupation it had been to manipulate caucuses and conventions in the interest of this or that boss were opposed to any interference with their methods. Although there were earnest and persistent efforts, the best that could be done was to get a law applicable only to the city of Detroit, and through the efforts of the members from Grand Rapids another applicable to that city.

Other measures of importance were an inheritance tax, a board of registration of physicians, and a board of library commissioners to look after the establishment and development of public libraries throughout the state. A board of arbitration in labor disputes opened the way for a better understanding between employers and their workmen. A Northern Normal school was established at Marquette.

An unfortunate incident developed during the last term of Governor Pingree which cannot be ignored. This was criminal conduct on the part of some of his appointees in the military department. William L. White of Grand Rapids, was quartermaster general; Arthur F. Marsh of Allegan, was inspector general. These men with the adjutant general and their assistants, constituted the military board, which had the management and control of all military supplies, equipment and material. In procuring equipment for the regiments called into the field by the war with Spain, more clothing, etc., was bought than actually required, as it proved. The law did not permit this surplus stock to be used by the militia companies. It therefore became necessary to

dispose of it, and negotiations were opened with the Henderson, Ames Company of Kalamazoo, through their agent, S. N. Bickerstaff, on the plan of their handling these goods to the best advantage to the state, and being paid for their services. Instead, however, of carrying through the transaction in an open and honorable manner, a scheme was hatched through which the state was defrauded to the extent of some thirty-five thouand dollars and the several parties concerned in it divided the profits. The goods were sold to the Illinois Supply Company, a purely fictitious concern. They were shipped to Kalamazoo and surreptitiously the labels on the garments were changed. They were then bought back by the state through the military board from the Henderson, Ames Company. It was the intention to so cover up the steps of this transaction that the identity of the goods could not be traced.

The adjutant general and his assistant had no knowledge of the deal, which was carried through by White, Marsh and one Harold Smith, who was assistant to the quartermaster general. One Eli Sutton, a member of the governor's military staff, was commonly supposed to have had inside information and to have shared in the spoils. Rumors of crookedness soon came to the surface and the prosecuting attorney of Ingham County secured the calling of a grand jury. This grand jury found indictments against White, Marsh, Smith, Sutton and others. Thereupon White fled and was in concealment for several months on the Pacific coast. Marsh was brought to trial and convicted. The Henderson, Ames Company and Bickerstaff made restitution of the sum which the state had lost in the transaction and were not prosecuted. Smith pleaded guilty and was sentenced to pay a fine of twelve hundred dollars. Sutton was acquitted. He was, however, afterward indicted for

perjury committed upon his former trial, when he fled to Mexico. Later, through negotiations with the authorities of Ingham County, he returned, pleaded guilty and was let off with a nominal fine. He left the state. White returned late in 1900 after an absence of nearly a year. He pleaded guilty and was sentenced to ten years in the state prison at Jackson. He was taken to the prison but remained there only one day when he was pardoned by Governor Pingree, on the condition that he pay five thousand dollars into the treasury of Ingham County to reimburse it for the expenses created in the several cases. Marsh, though convicted, had not been sentenced, but was at the time out on bail, pending an appeal of his case to the supreme court. Governor Pingree also pardoned him at the same time and on the same conditions as in the case of White.

These pardons provoked a great deal of comment. The governor gave as his reason for the action that these men should not suffer the penalties of their crimes if Bickerstaff and the Henderson, Ames people were to go free. He appeared to have no resentment against them, although they were his own appointees who had betrayed his confidence and brought scandal upon his administration. Governor Pingree had certainly a kind and sympathetic heart. He was credulous and believed in the goodness of others. In this respect he had not a very keen knowledge of men. He was inclined to turn upon those who advised against his own opinions and to favor those who fawned upon and flattered him. His record of pardons has not been equalled by any governor. During his four years of service he pardoned one hundred and fifty convicts and paroled two hundred and forty-four. Many of these soon found their way back into the prison again.

At the election of 1900 Aaron T. Bliss of Saginaw,

was chosen governor by a plurality of about eighty thousand over William C. Maybury, democrat. The other state officers elected at the same time, all republicans, were Orrin W. Robinson, lieutenant governor; Fred M. Warner, Secretary of State; Daniel McCoy, treasurer; Perry F. Powers, auditor general; Horace M. Oren, attorney general; Edwin A. Wildey, commissioner of land office; Delos Fall, superintendent of public instruction. Governor Bliss was a native of Smithfield, Madison County, New York, where he was born May 22nd, 1837. He was brought up on a farm and attended the public school near by. When seventeen years old he left the farm and took employment in a store where he was when the civil war broke out. He enlisted in the tenth New York cavalry in October 1861. A year later he was promoted to be captain. He spent three and a half years in the service, participating in many engagements. He was captured and spent six months in southern prisons, when he escaped and made his way into the union lines. In the fall of 1865 he settled in Saginaw and began his successful career as a lumberman, engaging at the same time in other lines of business. In 1882 he represented his county in the state senate. He also served one term in congress. In 1897 he was elected department commander of the Grand Army of the Republic of Michigan.

CHAPTER XVI

Foreign Element of the Population

THE original settlers in Michigan came from France. But from the day when the lilies of France gave place to the red cross of St. George, the people of that country turned their faces in another direction. It is a curious fact that while almost every other nation of Europe has at one time or another, caught the American emigration fever, it seems to have already run its course in the veins of the Frenchman. Thousands of Scotch, Irish, English, Dutch, German, Scandinavian, Hungarian, Polish, Italian immigrants have come to make homes for themselves in the Peninsular state, but the Frenchman appears to have had enough of American experiences to satisfy him for all time. The descendants of the original settlers remain in considerable numbers, but in proportion to the total population now they are insignificant. The number of French immigrants in modern times is too small to be worthy of mention.

With the English occupation of the country there was an influx of natives of the British isles. Many of these were in search of adventure or material profit who were as a rule mere birds of passage and had no intention of fixing here a permanent habitation. But some lingered to grow up with the country. This was especially the case with the Scotch, who in the early days of Detroit formed a very important element of its mercantile and business life. In the early half of the nineteenth century conditions in Ireland drove great numbers of her people to the United States. While many lingered in New York and Boston others pushed westward to find employment and better situations for themselves in less crowded communities. These were the days of great activity in railroad extension and in the erection of blocks of buildings in the larger cities and towns. There

was sure to be a job waiting for any man who could handle a pick and shovel and who could carry a hod. Here was the Irish immigrant's opportunity, and he was not slow to take advantage of it. He was the common laborer of that day and he served his generation well. In time he passed beyond that humble stage of self-development and showed capacity for something different. He left the spade and wheelbarrow to the peasant immigrant from the continent while he bossed the job at an advanced rate of compensation. He developed skill as an organizer and leader and showed a high appreciation of the possibilities of political emolument. It is a stale joke that the Irish hold the offices, but there is no denying that they have generally managed to get their share of them.

Unquestionably Germans form the largest percentage of our foreign population. As early as 1825 Conrad Bessinger came to Ann Arbor. So far as it is possible to trace, the next German settler did not arrive until 1829. In 1834 the rush for land was on and people were coming to Michigan in such droves that it was almost impossible to house and feed them comfortably. These were New York and New England migrants who were looking to better their condition by making homes for themselves in a new and fertile country where land was cheap. In 1836 more public land was sold in Michigan than in all the preceding years from 1821 to 1833 put together. With this swelling tide of immigration were doubtless many people of foreign birth, who, arriving in the country, were swept into the westward advancing column. The first German evangelical church in Michigan was organized in 1833. It was built about two miles west of the site of the Ann Arbor court house and dedicated in December of the same year. The whole cost of the building was $265.32. This new house of worship was

in charge of Pastor F. Schmid, who was sent as a missionary to this state by the Basle Evangelical Missionary society. German congregations were founded about the same time in Detroit and Monroe. They were ministered to by Pastor Schmid.

The German element in Michigan is greatly indebted to the revolutionary movement in the fatherland in 1848-9. The failure of that movement drove to the United States thousands of young men of talent and education. This did more than has commonly been supposed to sustain the sentiment of the northern section of the country in the conflict with the southern slaveholders. The Germans of St. Louis saved the state of Missouri to the Union. The Germans of the north and northwest were unfaltering in their support of the republican party on the issues then before the country. The Germans formed a very large contingent in the armies of the Union and furnished officers of high rank and ability as well as stalwart soldiers of the line.

During 1848-9 thirty-five exiled advocates of German freedom fled to Detroit at a time when the German population of the town numbered but a few families. Very soon thereafter upwards of a hundred others joined them. Strong champions of liberty and justice, these men entered into the business and political life of the city as earnestly as though they had been American born. They came of the best educated classes of Germany. Though few in numbers at first they soon began to exert a wide influence in the city's life and leavened the poorer immigration which followed. Such a favorable impression did this foreign element make in the commonwealth that immediately after the close of the civil war the state undertook to encourage further immigration to settle upon and improve our new lands. Really only a small part of the state had been settled and it was

the common interest to bring in desirable new settlers to build homes and strengthen the resources of the state. Other and newer western states were encouraging immigration. So Michigan created an immigration bureau, printed in German a pamphlet setting forth the desirable features and attractive advantages of Michigan. An agent was sent to Castle Garden to steer immigrants in this direction. Another agent was sent to Germany, while the pamphlet above mentioned was freely distributed on the continent. The results were highly satisfactory.

According to the census of 1900 there are one hundred and thirty-one thousand, one hundred and twenty-three persons in this state of German birth. This does not represent by any means the actual percentage of the German element in the state. We must add to these figures the children born in this country of German parentage. Although actually American by birth, they are still of immediate German descent and consequently possess characteristics and traits inherently German. It is this mingling of the foreign and native elements which has produced excellent results in the growth and development of the state. Germans are to be found in every walk of life. They are prominent in business and mercantile affairs and in various professions. In recent years German emigration has steadily fallen off. According to statistics, from two hundred and twenty thousand nine hundred in 1881, it has decreased to thirty-two thousand in 1901. There is no question that improved conditions at home and the attitude of the imperial government on the subject are responsible for this.

Dutch immigration began in 1846. Religious intolerance in Holland coupled with exceedingly hard times were the principal causes of the movement. These

Dutchmen loved exile with liberty better than fatherland without it. The laboring and poorer classes saw no prospect of better times and the only solution of the problem for them seemed to lie in emigration. Java, Cape of Good Hope and the United States were considered in respect to their best destination. Finally the United States was decided upon. It is quite probable that the visit of Rev. Thomas DeWitt of New York, who was sent by the general synod of the Reformed Dutch church of America on an official mission to Holland had much to do with influencing the decision. In the spring of 1846 Messrs. A. Hartgerink and J. Arnold came to this country to look more closely into the matter of the feasibility of a new colony. The quiet, peace loving Hollanders were much agitated about the exact location of their prospective new home. The vague "west" was selected, and Michigan, Wisconsin, Iowa, Texas were regarded favorably, but Michigan was finally decided upon. It is a noteworthy circumstance that the Dutch immigrants came under the leadership of a pastor. Dr. Albertus C. Van Raalte, a seceder from the state church, was in charge of the first party which came over. He was a man of magnetic personality and high intellectual attainments, a born leader of men. On September 14, 1846, the "Southerner" of Boston, with Captain Crosby in command, sailed from Rotterdam, arriving in New York in November with the first Dutch immigrants for Michigan. They went to Albany on a steamer and thence to Buffalo and Detroit. Here the party remained while Dr. Van Raalte went on to select the location for a settlement. He arrived in the forest near Black lake in the latter days of December, 1846, and after a careful survey of the lands and noting the manifold advantages of the locality he decided to settle between the Kalama-

zoo and Grand rivers, and here the town of Holland was founded. In his oration delivered in 1872, on the occasion of the quarter-centennial celebration of the settlement of the town, he said, "Although Americans recommended localities near the rivers, and the Hollanders avoided the forests, nevertheless the combination of so many advantages left me no doubt as to what my duty was."

Having decided upon the site of the village, Dr. Van Raalte returned in January, 1847, to Detroit to gather his flock. The same month they started for Allegan via. Kalamazoo. The women and children remained at Allegan while the men proceeded to the place upon which is now located Holland. It was the first instance and probably the only one in the history of Michigan where the immigrants came in a body and under a leader and founded a colony peculiarly their own. Roads were opened, log houses were built and shortly the women and children were sent for. During the following winter another small party of immigrants arrived at Holland and within a month thereafter more came from St. Louis, having been induced to join their compatriots in Michigan. These came across Lake Michigan in a sailing vessel and by wagon from the mouth of Grand river. The following spring brought several hundred immigrants from Holland and it became a serious problem how to provide even the most meager necessities of life for the new comers and how to shelter them. Arrangements were made to put up log houses immediately. Supplies were scanty; almost everything had to be brought from Allegan. After all the hardships of pioneer life and exposures of the first winter there were much distress and illness. Before they had become acclimated the death rate was very high. In many instances children were deprived of both father and mother. A

committee was appointed to look after them and to select homes wherein they could be brought up. Some of our contemporary citizens of Dutch descent are among those who had foster parents selected for them by this committee.

These early Dutch immigrants were a superior body of men, sturdy, ready to work, and deeply religious. They possessed the necessary qualities to success. True the success was not immediate, but their tenacity of purpose, as a rule, brought to them the ultimate realization of their hopes. A good illustration of their qualities is the fact that when the government proposed to build a bridge across the Black river no contractor could be found to undertake the work on account of its difficult character. The colonists were not easily daunted, and as a body agreed to build the bridge. The work was more serious and dragged longer than they had anticipated, still it was satisfactorily finished. Such perseverance is a dominant trait of the Dutch immigrant in this country. When in 1871 during the forest fires the town of Holland was entirely destroyed, Dr. Van Raalte said the following morning, "With our Dutch tenacity and our American experience, Holland will be rebuilt."

After sixty years of residence in the state they can be found engaged in various pursuits, and as a rule successful in their undertakings. They are most numerous in Ottawa, Allegan and Kent counties. According to census of 1900 Kent county alone has thirteen thousand three hundred and sixty-six persons born in Holland; Ottawa, six thousand eight hundred and thirty-seven; Kalamazoo, three thousand one hundred and twenty-three; Allegan, one thousand one hundred and twenty-three; Muskegon, two thousand four hundred and twenty-five. Grand Rapids has a large percentage of

Dutch population. The total number of Dutch foreign born in Michigan in 1900 was thirty thousand four hundred and six. If the descendants of those who came sixty years before were included, the number would be greatly increased. Of the eleven Dutch newspapers in the United States six are published in Michigan. In 1886 there were twenty-four Holland churches in the state. Hope College was founded under the auspices of the Dutch Reformed church. Holland immigrants and their descendants are active in religious, educational, commercial and political life in Michigan. Though not signally prominent in anything specific, they can be found in almost every walk of life near the top rung of the ladder.

The upper peninsula, particularly the mining region, has quite a large Finnish population. They are mostly living at Hancock, Atlanta, Dollar Bay, Boston and Quincy Hill. Finnish immigration to this state is quite recent. According to the census of 1900 there are eighteen thousand nine hundred and ten Finns in the state. There were at that time seven thousand two hundred and forty-one in Houghton county; three thousand eight hundred and seventy-one in Marquette; two thousand six hundred and eighteen in Gogebic, etc. The Finnish immigrant can, as a rule, read and write and is usually a quiet and hard working man. The oppression of the Russian government and the repeated failure of crops drove these people to emigrate in search of better conditions. A majority of the Finns in this state are laborers. On coming here they usually work as miners, hence the large number of them in the mining regions. Although mostly common laborers, their characteristic desire to surround themselves with better conditions is shown in the fact that they have been successful in establishing

at Hancock the Suomi College and Theological Seminary. Its aim is to give christian education to Finnish young men. Private quarters were secured in 1896, and in 1900 a fine new building costing thirty-six thousand dollars was dedicated. It is the first college of its kind in the United States. It is under the auspices of the Finnish American Evangelical Lutheran church. Mr. J. H. Jasberg, a prominent man among the Finns, is the manager, and Rev. J. K. Nikander is the president.

Paimen Sanomia, a church paper, is published at Hancock. Besides this an extensive publishing house carries on the business of issuing Finnish books. They have a Finnish mutual life insurance company and a Finnish temperance brotherhood. There are five Finnish churches in Michigan, the one at Hancock having a membership of two thousand, three hundred, the largest Finnish congregation in the United States. With very few exceptions these people are members of the Lutheran church. These facts tend to show that they are an active and progressive people, ready to avail themselves of the improved conditions here and to develop the latent tendencies that the Russian government strives to suppress.

Italian immigration to this country has been enormous in recent years. The statistics show two hundred and thirty thousand coming in 1903. Though Michigan has not a very large Italian population, it is unquestionably increasing very rapidly. The over population of Italy causes the poverty of the laboring class and is mainly responsible for the exodus. The area of Italy is in round numbers upwards of one hundred and ten thousand square miles, and the population thirty-two million, seven hundred and forty-five thousand. Michigan has an area less than half that of Italy and a popula-

tion of only two million, four hundred and twenty-one thousand. With these figures before us it is easy to realize what the result of the enormous population of Italy must mean. Public sentiment and the press of that country favor emigration as the best solution of the problem which they are facing.

Italian immigrants to this country consist mainly of laborers from the rural districts who are poor and illiterate. It is a peculiar feature of the Italian migration that the better classes rarely come over. Their passionate love of country keeps them at home unless absolutely driven away by poverty. The Italian immigrant is, as a rule, ready to work and takes the first opportunity that offers. His wants are few and consequently the lowest wages paid here are to him large compared with the wages paid in Italy. Very few of them ever become a burden upon the community. They send quite large sums of money every year to their relatiuns at home, with the result that the latter likewise come to this country where the earnings seem princely. Although ignorant, the Italian immigrant in Michigan is on the whole orderly, law abiding, abstemious. The anarchist and socialist that one hears about are the product of the large Italian cities and are not specially illustrative of Italian temperament and character. In Michigan there is little, if any, lawlessness due to the Italian element. With rare exceptions they are members of the Roman Catholic church. They have a fine church of St. Francis in Detroit, the largest Italian colony in Michigan, and a movement is on foot to establish a new parish for Sicilians in the lower part of the city. Calumet and Iron Mountain each has an Italian church. The Italians generally work at railroad building, sewer digging and other common labor, and fruit vending, in cities. Those in the upper peninsula are

miners. The children of Italian immigrants are thoroughly Americanized. Many of them do not even speak Italian. What little of it they learned at their homes is speedily forgotten in the street, in the public schools and at their work.

The younger generation is following the immutable order of things and slowly rising to better conditions, socially, financially and intellectually. Among them can be found skilled artisans. Some boys are sent to higher educational institutions, and some enter the learned professions. In the early days of the immigration movement many of the first-comers returned to Italy after acquiring a little competence, but this tendency has almost entirely disappeared; those who come now stay permanently in the land of their adoption. Politically they are like children, easily swayed by any leader who speaks their language and knows slightly more than they do. They are in this respect easy victims of unscrupulous men. The census of 1900 gives the Italian population of Michigan as six thousand, one hundred and seventy-eight, but a few years later, according to the estimate of Father Becherini, the pastor of St. Francis, who is competent to judge, the population of Detroit alone exceeded ten thousand. Dickinson county is reported to have an Italian population of one thousand two hundred, Houghton county about nineteen hundred. In both instances these numbers have been since largely increased.

The official figures for the number of Poles in Michigan in 1900 are twenty-eight thousand two hundred and eighty-six. If these figures were multiplied by five the result would be much nearer the truth. In answering the questions of the census taker the Pole is quite likely to give the country of his birth as Germany, Austria or Russia. As a matter of fact he hails from

the part of Poland belonging to one of these countries. He does not stop to think that he will appear in the census, not as a Pole, but as a German, Austrian or Russian. Basing estimates upon church records and other sources of information, it is believed that the actual number of people of this nationality in Michigan is about one hundred and forty-two thousand. The second generation speaks English and differs very little from the average American, except that they retain the Polish speech, belong to a Polish church and various fraternal organizations of their race.

Polish immigration to the United States began early, in fact, before the American revolution. These instances, however, were sporadic. After the Polish revolution of 1830 it increased to some extent, but the earliest Polish immigrants we hear of in Michigan came about 1855. A handful of them arrived in Detroit in that year, some five or six families. They were ninety days crossing the Atlantic in a sailing vessel. Two years later the oldest Polish farming settlement was founded at Parisville in Huron county. The farmers in that vicinity are largely Poles. They are prosperous and their fine farms, orchards, cattle and horses are proof of the ability of Polish farmers to make that occupation profitable. There is a large Polish church at Parisville, where one attending the Sunday services might well imagine himself in Poland. These colonists take an active interest in public affairs holding county and township offices. Polish farmers are scattered throughout Michigan, and considerable numbers can be found in the northern portion of the lower peninsula. The cities have their quota of Polish population, Detroit leading with fifty thousand in 1903, according to good authority. Grand Rapids, Bay City, Saginaw, besides numerous smaller towns have many people of that

nationality. They are, with rare exceptions, devout Roman Catholics and faithful members of that church in which they were reared in their home country. There is a small Polish Congregational church in Detroit. There are seven Polish Catholic churches in Detroit, some of them really magnificent churches. The number of parishioners of these, according to church records, is forty-four thousand. Grand Rapids has three churches with a membership of twelve thousand; Bay City one church with ten thousand; Saginaw one church with two thousand; Alpena one with two thousand five hundred; Manistee one with six thousand.

There are forty-eight Roman Catholic churches in Michigan sustained by these people, many of which conduct also a parish school, supporting it in addition to the regular public schools. In the parish schools attention is given to religious instruction, but beside the Polish language, in which the studies are conducted, the children must also learn the English language. In 1900 there were five thousand six hundred and seventeen children attending the Polish parish schools in Detroit. In the annals of the educational movement among the Poles of Michigan the name of Rev. Joseph Dabrowski stands high. To his untiring efforts, his energy and his perseverance is due the erection of a Polish seminary in Detroit. He came to this country in December, 1869, and in a very short time realized the necesssity for improved educational conditions. There was lack of Polish leaders and absolute lack of priests to fill the urgent calls of newly organized parishes. He communicated with Rome, urging the founding of a Polish seminary to fill these wants, and finally received the sanction of his plans. A suitable tract of ground was bought in Detroit, and in 1885 the corner stone of a building was laid. Two years later the insti-

tution was opened to students, six of whom were at once enrolled. In 1900 there were one hundred and fifty students, and then it became necessary to enlarge the building. In 1903 there were two hundred and sixty students. The funds for the building and its enlargement were furnished by the Poles out of their meager earnings.

The seminary has two courses—the classical which is somewhat higher than the usual high school course, special attention being paid to Latin and Greek, and the theological course. The latter is entered upon the completion of the former by those who wish to become priests. About eighty priests have been graduated from the seminary, beside those who chose other professions. This is the only Polish seminary in America. Father Dabrowski was instrumental also in founding the Felician order of sisterhood in Michigan. These sisters are employed as teachers in forty parochial schools throughout the country; beside, they founded in Detroit an asylum for Polish girl orphans, and in connection with a convent, one in Buffalo for orphans and old people, and in Manitowoc, Wisconsin, an orphanage for boys. They also have a home for emigrants in New York, specially looking after women and girls coming to this country from Poland and sending them on to their destination.

Father Dabrowski was born in Russian Poland in 1842, graduated at the University of Warsaw and took active part in the Polish insurrection in 1863. He escaped to Switzerland and shortly after went to Rome where he entered a theological seminary. He died in Detroit February, 1903. He has rendered incalculable service to the cause of Polish education in Michigan. Through the results of his labors here his influence is extending in ever widening circles wherever

Poles are to be found throughout the country. He has helped to lift his countrymen from the plane of mere peasants to a higher civilization and a more thorough appreciation of the value and dignity of American citizenship. The Poles as a class are industrious, frugal and thrifty. Most of them own their own homes after they have been here long enough to get the means to acquire them. They are natural homebuilders and so have added materially to the growth and prosperity of the state.

There are several Polish newspapers published in Michigan, three of them printed in Detroit—one of them a daily. There are also various fraternal organizations and clubs. Many of the latter are devoted to stimulating the interest of Poles in the literature and drama of Poland; others are charitable, looking after the poor and helping them. Much of that work is done quietly by members whose duty it is to find those in need of help.

Sweden and Norway have contributed generously to the foreign population of Michigan. There were in 1900 twenty-six thousand nine hundred and fifty-six from the former country and seven thousand five hundred and eighty-two from the latter. The Scandinavian immigrants generally possess a fair common school education and many of them are skilled mechanics. There is also a large percentage of farmers who are attracted by the prospect of acquiring cheap lands. Of late years there has been a notable increase among these immigrants of people of the middle and upper classes. Some of our Scandinavian population can be found in the upper portion of the lower peninsula, but the majority of them are in the northern peninsula. Marquette county has three thousand nine hundred and forty-seven; Houghton, two thousand seven hundred and

thirty-four. Delta, Dickinson and Gogebic counties have a considerable contingent. Many of these people are working in the mines, though others go quite extensively into farming. Few ever return to the old country, though they do not forget their old homes and are very generous in helping their friends there, with the result that they in turn are convinced that this country has its financial advantages, and so migrate hither. They are as a rule members of the Lutheran church, although there are quite a number of Mormons among them. Mormon missionaries have been among them in the old country and have succeeded in converting many to that faith. They do not practice polygamy.

The Cornishman in Michigan is represented quite largely in the mining districts. He is a miner above everything else. It is his calling and he looks upon it with pride. There is no prominent mining field without him. He works hard and being as a rule steady and skilful, he finds ready employment. His English is peculiarly his own dialect. There are no statistics of the number of these people available.

According to the census of 1900 the total foreign population in Michigan was five hundred and forty-one thousand six hundred and fifty-three, or a fraction over twenty-two per cent. The percentage of them in Detroit was about thirty-four; Bay City, thirty-one; Grand Rapids and Saginaw, each twenty-seven. The different nativities are reported as follows: English Canadians, one hundred and fifty-two thousand; French Canadians, thirty-two thousand five hundred; English, forty-three thousand eight hundred; Irish, twenty-nine thousand one hundred; Scotch, ten thousand three hundred; Russian, four thousand one hundred, etc.

CHAPTER XVII

Industrial and Commercial Michigan

THE backbone of industry in Michigan has always been agriculture. The soil of the state for the most part is productive and bears abundant crops with but small outlay for fertilizers. The climate also is favorable for the growing of all crops profitable in any part of the United States, except cotton, sugar cane, and rice. The state census of 1894 shows two hundred and ninety-three thousand five hundred and twenty-three persons engaged in agriculture, against one hundred and ninety-one thousand two hundred and fifty-one engaged in manufactures and mechanical industries, and one hundred and two thousand one hundred and fifty-four engaged in trade and transportation. So it appears that the number engaged in agriculture is equal to the others combined. The whole number of farms by the state census of 1884 was one hundred and fifty-seven thousand three hundred and eighty-nine, by the census of 1894 it was one hundred and seventy-seven thousand nine hundred and fifty-two, and by the United States census of 1900 it was two hundred and three thousand two hundred and sixty-nine. This was an increase between 1884 and 1894 of thirteen per cent., and between 1894 and 1900 of upwards of fourteen per cent. The value of these farms as shown by the same reports was, in 1884, five hundred and seventy-one million four hundred and forty-three thousand four hundred and sixty-two dollars; in 1894, five hundred and twenty-eight million two hundred and forty-nine thousand five hundred and three dollars, and in 1900 four hundred and twenty-three million five hundred and sixty-nine thousand nine hundred and fifty dollars. The average value per acre in 1884 was thirty-eight dollars and forty-eight cents; in 1894, thirty-four dollars and fifty-four cents, and in

1900, twenty-four dollars and twelve cents. This indicates an astonishing reduction of farm land values. No explanation of it will be attempted, except to say that the farmer seems naturally inclined to a pessimistic view, especially when the tax assessor is abroad. How the above figures can be reconciled with the value of farm productions, gathered from the same sources, remains for some one else to demonstrate. The value of these productions is given by the census of 1884 as seventy-nine million four hundred and eighty-nine thousand three hundred and seventy-three dollars; in 1894, eighty-one million two hundred and seventy thousand eight hundred and forty-eight dollars; in 1900, one hundred and nine million seven hundred and eighty-six thousand two hundred and eighty-one dollars. The increase of something like thirty-five per cent. in the last period appears phenominal, and indicates highly prosperous conditions for the tillers of the soil. The percentage of improved land in farms in 1900 was a fraction over sixty-seven. The average number of acres per farm in 1894 was about eighty-six acres, which was about eight acres less than ten years before. The number of farms cultivated by their owners in 1894 was about eighty-two per cent. This number has been steadily decreasing, showing that while the farms are growing smaller more of them are cultivated by tenants, either for money rental or on shares. The tendency of young men to abandon the farm and flock to the cities explains these conditions in part. As generation succeeds generation the farms are divided among the heirs, and some of these latter prefer to rent the land to cultivating it themselves.

Wheat and corn have always been staple and reliable crops, but the variety of crops successfully grown in Michigan has always been a strong point in favor of its

farmers. The latest to be cultivated on an extended scale is the sugar beet. It had long been the main scource of sugar supply of Germany, where machinery for the manufacture of sugar has been greatly perfected. The first experiments with the beet in this country began in 1890 in Utah and California, where it proved both practicable and a source of valuable wealth. This industry was practically unknown in Michigan prior to 1898, but it developed with astonishing rapidity. It was found that the soil of the state contained the elements particularly essential to the successful growing of the beet. Within two or three years after the success of the industry had been confirmed no less than thirteen large sugar factories had been put into operation, and others were planned or in process of erection. These factories had a daily capacity of nearly seven thousand tons of beets and employed upwards of two thousand men. Their operation consumed an average for each factory during the season of about six thousand five hundred tons of coal, mined in the Saginaw valley, and two thousand six hundred tons of limestone, mined at Alpena and other northern points. The by products are valuable, some portions being utilized by chemical factories in the distillation of alcohol, and others by farmers as feed for cattle. As indicating the relative magnitude of the industry in Michigan, it may be stated that California is the only state which leads her. By the census of 1900, the number of pounds of beet sugar produced was as follows: California, eighty-six million seven hundred and forty-one thousand seven hundred and thirteen pounds of a value of three million four hundred and ninety-nine thousand nine hundred and ninety-six dollars; Michigan, thirty-three million seven hundred and eight thousand two hundred and eighty-three pounds of a value of one million six hun-

dred and two thousand two hundred and sixty-six dollars; all other states forty-three million eight thousand and seventy-nine pounds of a value of two million two hundred and twenty-one thousand five hundred and ninety-five dollars.

Next to farming the most important industry of the state has been lumbering. Practically the whole of the lower peninsula was covered with a dense forest growth. Of the southern counties two or three tiers were characterized by hardwoods, of which there were more than four score varieties. These were all in their natural environment and grew in perfection. The most common and valuable, such as black walnut, maple, beech, elm, oak, hickory, cherry, whitewood grew to immense size and furnished the highest grade of clear lumber. The early settlers found the task of clearing this heavy timber from the land to make it ready for agricultural purposes a difficult and arduous one. In the beginning they simply slashed the huge trees and burned them where they fell. This was a destructive process, but it seemed the only thing to do, if the land was to be laid bare for cultivation. Fortunately most of the pioneers left large timber tracts, uncovering no more land than essential for growing crops. Later the farmer found the timber land more valuable than the cleared land. Many a one reaped a rich harvest from the sale of certain varieties of hardwood trees which could be taken out without injuring the remaining standing timber. These woods have been the origin and source of supply of the furniture manufactories which have flourished in a marvelous degree. They have carried the name of Michigan to the uttermost ends of the earth, and the fine texture and beautiful grain of the woods have caused them to be admired by all lovers of the beautiful.

A very large portion of the lower peninsula and

practically the whole of the upper peninsula were densely covered with pine. This was the most valuable of all woods for building purposes. The cork pine ranked among the best, while the white and Norway pine were but little less desirable. In 1854 one of the leading lumbermen of the state made the first estimate of the extent of operations of Michigan lumbermen, whose activity was then chiefly confined to the valley of the Saginaw river. He reported the existence of sixty-one mills, many of them using water power, and placed their annual product at one hundred and eight million feet of sawed lumber. In 1872 it was estimated that the sawed pine lumber reached two and one-half billion feet. The number of saw mills then reached fifteen hundred, employing twenty thousand persons and representing a capital of twenty-five million dollars. By this time lumbering operations were carried forward on a large scale on all the large streams of Northern Michigan and their tributaries. These embraced not only the Saginaw, Black, Au Sable, on the east side of the state, but also the Grand, Muskegon, Manistee and Boardman on the west side. In 1879 Governor Jerome in his inaugural message estimated the value of the entire timber product of that year at sixty million dollars. In 1883 the lumber journals estimated the cut at four billion feet. It was then computed that the aggregate value of the forest products of the state already marketed amounted to more than one billion dollars. No other state or country in the world of like area had produced so much.

Naturally, perhaps, this immense harvest had been improvidently gathered. The men concerned in it had sought to make the most for themselves. They had gone through the forest and cut only the best and most valuable trees, leaving the inferior. This would have

been well if there had been any protection to the standing timber. It would have developed in a few years into marketable size. But in the dry seasons fires ran through these timber slashes and destroyed everything. In this way millions of dollars of value was wiped out and the land was left practically worthless. From about 1885 the lumber production of Michigan began to decrease. New and more remote sections were invaded by the lumberman, and attention was turned to the upper peninsula which up to that time had been neglected. Operations were first carried on along the larger streams and their tributaries down which logs could be floated during the freshet season to the mills near their mouths. Then came longer hauls by teams from the interior forests to the banks of the streams. Then logging railroads were built into the woods for the purpose of either hauling out the logs or the sawed lumber. The expense was naturally increased, but as lumber became scarcer prices of it advanced and so the lumberman could still operate at a profit.

Long before these forests had disappeared it became certain that their end was approaching. The subject of reforestation began to be agitated. As far back as 1876 Governor Bagley established by proclamation arbor day, and vigorously advocated its observance. But popular movements are slow. In spite of urgent appeals and persistent efforts to awaken public interest it has not been until recent times that there has been legislation to protect forests and encourage tree production. A forestry commission has now been established. Instruction in the subject is given at the state university and there is a systematic effort to awaken the minds of the people to the necessity of doing something to replenish the forests so ruthlessly destroyed. It has been shown that climate and rainfall have been materially

modified by the sweeping away of our forests, very greatly to the disadvantage of the agriculturist and the fruit grower. There were a variety of nut trees, such as hickory, black walnut, butternut, chestnut, native to the soil, whose products were commercially valuable. Although nearly all have been destroyed, they can be reproduced as easily and almost as quickly as orchards of the apple, peach and cherry. The exhausting of the timber supply led to the abandonment of the lumber mills until they have almost wholly disappeared. The gradual curtailment and final discontinuance of this industry was a serious matter to many localities. But the larger towns which had most at stake have managed to introduce other industries, and so save their population and their business.

The most important and successful of these industries was furniture making. In 1890 there were reported in Michigan one hundred and seventy-eight such factories, of which forty-five were in Grand Rapids, twenty in Detroit, three each in Owosso, Muskegon, Big Rapids, Manistee, with a less number in Saginaw, Grand Ledge, Newaygo, Allegan, Holland, St. Johns, Charlotte, Sturgis, Niles, Ann Arbor, Buchanan, Northville, etc., altogether sixty different cities. The total capitalization was nearly ten million dollars. There were employed in these several factories upwards of seven thousand persons and the amount disbursed for wages alone exceeded three million dollars, while the wholesale value of the goods manufactured was nearly eight million dollars. This extensive industry developed from insignificant beginnings through the foresight and enterprise of the leaders engaged in it. They appreciated the advantages of an abundant supply of beautiful hardwood lumber; they had the ingenuity to invent new tools and new machinery for working it; they had the

shrewdness to devise new styles and set the fashions in furniture, and they had the energy and persistency to push their wares into the markets of the world.

Grand Rapids was one of the first cities to carry this industry to a high state of perfection. There it began in the infancy of the town when in 1849 Abraham Snively opened a cabinet shop. This was followed shortly after by William T. Powers and William Haldane who built a little factory with machinery for doing the work which had hitherto been wholly done by hand. At that time the only furniture factory in the country operating machinery was at Cincinnati. Powers transferred his interest in the little factory to Winchester Brothers, who a few years later built a new and larger factory at the foot of Lyon street. This passed into the hands of C. C. Comstock in 1857, and in the course of a few years it became the factory of Nelson, Matter and Company. The Widdicombs, father and sons, Berkey Brothers and Gay, Ball and Colby, Powers, Eagles and Pullman, the latter of palace car fame, were among those to be identified with the beginning of the business. Most of these men were practical cabinet makers and worked in their shops along with their men. In some instances at least the father instructed his sons and they grew up with that training which they found useful as successors later on. No little share of the success of the industry was due to the fact that the goods were made upon honor. Having established a reputation for the excellence of their products the modern proprietors are wise to follow the example of their predecessors. They do not rely wholly upon the beautiful Michigan woods, but import the choicest to be found in Cuba, Central America, Mexico and Canada for the making of veneers. Great skill and taste are shown in the combinations of patterns of the natural

wood and in the finishing of the same. The art of carving is also carried to its highest perfection. The best talent to be found anywhere is employed without regard to cost to bring out new and artistic designs. Grand Rapids furniture has a world wide reputation and has made its name known in the remotest corner of the civilized globe.

The manufacture of agricultural implements is an industry of considerable magnitude. According to statistics of 1900, forty-one firms were engaged in the business, located in thirty-three cities and villages. These include two factories each in Adrian, Battle Creek, Bay City, Greenville, Kalamazoo, Lansing, Pontiac and Saginaw. In Albion, Alma, Ann Arbor, Clare, Detroit, Dowagiac, Eaton Rapids, Grand Haven, Hudson, Imlay, Ionia, Jackson, Lapeer, Lyons, Milford, Monroe, Mt. Clemens, Mt. Pleasant, Port Huron, St. John, Traverse City, and other places there were also such factories of greater or less dimensions. Their average years in the business was sixteen years. Their aggregate capital was four million four hundred and thirty-eight thousand six hundred and twenty-six dollars, and their average one hundred and eight thousand two hundred and fifty-nine. They employed three thousand two hundred and seventeen workmen, an average for each factory of seventy-eight. Among the implements turned out were threshing machines, plows, harrows, cultivators, horse-rakes, hay presses, feed cutters, harvesters, grain drills, tedders, etc., etc. The value of the product amounted to seven million one hundred and thirty-eight thousand three hundred and forty dollars, of which five and one-half millions came from ten firms. The business is reported in a prosperous condition.

The manufacture of stoves, ranges and furnaces has assumed considerable magnitude. The city of Detroit

is the greatest stove manufacturing centre in the world. The business began in that city in 1864 with the establishment of the Detroit Stove Company, which was followed a few years later by the Michigan Stove Company, and still later by the Peninsular Stove Company. These three concerns employ upward of three thousand persons and turn out two hundred and fifty thousand stoves annually. Outside of Detroit probably the largest establishment is that of E. Bement's Sons at Lansing. Another extensive plant is that of Beckwith estate at Dowagiac. Twenty-one factories were reported in 1900. Of these eight are located in Detroit, and others, beside the cities mentioned above are operated at Adrian, Alma, Chelsea, Coldwater, Grand Rapids, Marshall, Millington, and South Haven. Five of the twenty-one firms manufacture furnaces exclusively, and two make furnaces in addition to stoves. The aggregate capital of all is three million three hundred and seventy-eight thousand six hundred and thirty-two dollars, but seven of the largest have all this but about three hundred thousand divided among the remaining fourteen. At the date to which these figures apply these factories had been in existence an average of fifteen years. In the aggregate they gave employment to upwards of forty-five hundred persons and the value of their annual output was more than six million five hundred thousand dollars.

The number employed in 1897 in the various kinds of vehicles manufactured in Michigan was upwards of seven thousand. These people were employed in one hundred and thirty-four establishments, and in forty-one cities and villages. The cities where the largest vehicle manufactories were located are shown in the order of number of employes engaged in the work as follows: Kalamazoo, Jackson, Grand Rapids, Detroit,

Flint, Pontiac, Lansing. These seven cities employ more than three-fourths of the total number. The aggregate wages paid amounted to about three million dollars. The value of the raw material used was three million six hundred and seventy-four thousand dollars, and the wholesale value of the product eight million dollars. Under the term vehicle is included all kinds of carriages, wagons, sleighs, bicycles, carts, wheelbarrows, hand sleds, etc. Some establishments manufacture only parts of a vehicle, such as spokes, hubs, springs, etc. The quality of Michigan manufactured vehicles is unsurpassed either in material or workmanship. These goods are the standard and find a ready market in all parts of the country, as well as abroad. It should be said also that in almost every village and hamlet in the state the local blacksmith adds wagon and sleigh making to his trade and supplies much of the rural demand of his neighborhood in that line.

Fine cut tobacco, snuff and cigars have for many years constituted one of the most important industries of Detroit. James M. Miller began the manufacture of fine cut tobacco about 1846. This form of chewing tobacco was then a novelty. But Miller seems to have mastered the problem of supplying a toothsome and satisfying quid and his business rapidly expanded. Among those who learned the secrets of manufacture in the Miller establishment were John J. Bagley and Daniel Scotten. Both of these men afterward set up in the same line of business for themselves and in the course of their life time each became millionaires and had built manufactories of chewing tobacco not surpassed in magnitude in this country. Three other almost equally extensive factories also sprang up in Detroit—the Banner Tobacco Company, The American Eagle Tobacco Works, and the Globe Tobacco Company,

which were likewise successful. It was always claimed that there is something in the atmosphere and climate of Detroit, or what is more likely in the methods of manufacture, which gave to Detroit made tobacco a flavor and standing of its own, not approached by any rival maker. The same may be said probably of cigars, of which there are many very extensive manufactories in Detroit. Some of these are not surpassed in magnitude in this country. Many millions of cigars are turned out annually, and employment is provided for a great number of women and girls, who mainly furnish the labor. There are also factories of lesser magnitude in Grand Rapids, Jackson, Lansing and other cities of the state.

From before the time of the admission of the state into the union the manufacture of boots and shoes has been an important industry in Detroit. H. P. Baldwin and Company were among the earliest in the field and built up an extensive business. A. C. McGraw and Company began business in 1832 and expanded with growing resources and demand for their goods into one of the largest establishments of the kind in the country. H. S. Robinson and Burtenshaw, though later in the field, built up an immense business and had a long and honorable career. Later still came the firm of Pingree and Smith which helped to sustain the reputation which had been one of the distinctions enjoyed by Detroit. All these added to the volume of business and increased the prosperity of the city and state.

Chemical laboratories have been an important item in the aggregate of manufactoring industries of the state. The firm of Parke, Davis and Company began in a small way in 1867 the manufacture of pharmaceutical preparations. They seemed to fill a long felt want and their business grew. They expanded year after year,

removing to a larger site and erecting new buildings until they became one of the largest establishments in the world in their line of business. The same is true almost literally of the establishment of Frederick Stearns and Company, which began about 1870. Manufacturing pharmacists has been their business. No patent or secret remedies were made, but in all the formula is distinctly shown on the label. There are a large number of other manufacturing chemists in Detroit, chief of which in the magnitude of operations are the Solvay Process Company, Frederick F. Ingram and Company. Michigan Alkali Company, Ray Chemical Company, Seely Manufacturing Company, Grasselli Chemical Company and others.

That Michigan has the most productive fresh water fisheries in the United States is explained by its geographical position. Four-fifths of its borders are washed by the great lakes or their connecting straits. All the important towns on the shores have been formerly centers of a fishing interest which used many vessels of various descriptions and employed thousands of men. The market was found in all neighboring parts of the United States, particularly in the eastern and central portions. The catch is principally confined to white fish, lake trout, sturgeon, bass, pickerel and herring. Oil is also obtained in considerable quantities from the offal and unmarketable fish. Formerly the industry was pursued with such vigor as to threaten complete exhaustion of the supply. In fact, white fish, the most delicious and popular of all fresh water fishes, has almost entirely disappeared. Stringent laws have been passed by the state for the protection of fish and to regulate the methods of catching them. Thousands of dollars are spent annually by the state of Michigan and by the general government in artificial propagation. The

results are not particularly apparent, so far as concerns the food fishes of the great lakes, but in the game fishes of the interior lakes, which make Michigan a paradise for sportsmen, the supply is still maintained abundantly. In recent years the fishing industry, like many another industry, has passed into the control of a trust, which is able to control the market and suppress all individual operations not subservient.

As bearing upon the industries of the state the attitude of organized labor is important. There have been strikes and serious disturbances among the miners of the upper peninsula and among the employes of some of the railroads. But there has not been a strike of much consequence among those employed in the various industries enumerated above. It is creditable alike to employers and employed that they refrained from open warfare, and by mutual concessions and forbearance harmonized whatever differences may have arisen Strikes are uniformly wasteful for both sides. The state labor bureau and the state board of arbitration have undoubtedly contributed to the peaceful situation in the industrial field.

The state has maintained an excellent commercial record. Detroit has always been the metropolis and chief commercial city. Here every branch of trade has been carried on from the earliest days of interior settlement. The enterprising merchants of the city have been quick to extend the area of their business, and though conservative and careful in their methods they have not been neglectful of opportunities. Wholesale jobbing houses have flourished here from the days of the pioneers. Transportation facilities have much to do with the distribution of merchandise. Before the days of railroads communication with the interior was slow and difficult. The dealer in the country village was obliged to haul

his goods by team, but his source of supply was the metropolis. Situated on the great waterway Detroit found customers in all the shore towns and the far distant Lake Superior country. As railroads were built and as population increased facilities for transportation and a growing demand for wares and merchandise of every description built up a lively trade. Detroit has always maintained her position as the chief commercial centre. But as Grand Rapids, Saginaw, Bay City, Port Huron, grew and their transportation facilities were enlarged their enterprising merchants found a profitable trade with the region tributary or immediately connected. The prosperity of the farmer and the manufacturer mean the prosperity of the merchant. Michigan has just cause to be satisfied with the progress which has been made.

CHAPTER XVIII

Mineral Resources

IN point of antiquity copper is widest known of all the varied mineral resources of Michigan. The evidences of the mining of this metal go back to the prehistoric times when a race of intelligent men of whom we have absolutely no knowledge mined copper systematically on Isle Royale and in the neighborhood of Ontonagon. In the pits which they dug have been found masses of metal, some of them of enormous weight, accompanied by crude implements, and in some cases timber platforms evidently designed for the purpose of lifting the masses to the surface. In some instances the openings of these mines were choked with debris and earth upon which grew the largest of large forest trees, indicating the lapse of centuries since their abandonment. The very first European explorers of Lake Superior found abundant evidences of the existence of copper and reported it in their journals published in Paris in the seventeenth century. The first attempt by white men to mine the metal was made by Alexander Henry in 1770 on behalf of a company which had been organized in London. His efforts were a failure and the money which the company invested brought them no return. Doctor Douglas Houghton, the first state geologist of Michigan was the first to intelligently explore the district and reduce the geologic data which he gathered to such form and system as to afford practical information to the miner. He was unfortunately drowned in Lake Superior in 1845 while prosecuting his researches.

It was Boston capital which first undertook the development of the copper region and Boston capitalists have profited immensely in the aggregate by their enterprise. Actual operations were begun in 1842 in the vicinity of Keweenaw Point where fissure veins were opened which proved moderately profitable workings.

In the early days of operations the Cliff, Phoenix and Copper Falls were opened on the fissure veins and successfully worked for a time, but were afterwards abandoned. The Central was profitably worked longer than any others of its class. In 1846 some exploring was done at Portage lake, near the site of the present Quincy mine, but that district did not come into prominence until 1860, when the Quincy took a position long held in the front rank of amygdaloid mines. In 1843 operations were begun near Ontonagon, but it was not until 1847, when the discovery of the Minnesota lode brought the district into prominence, that mining was conducted on a large scale. The discovery of the Calumet and Hecla conglomerate lode in 1866 marked a new era in copper mining, and another epoch was marked in 1885 when the Calumet and Hecla lode was cut at a vertical depth of two thousand two hundred and seventy feet by the Tamarack shaft. This demonstrated the possibility and profit of deep mining.

Until the development of copper mining in Arizona, Montana and other Rocky Mountain states in the early eighties the Michigan mines were practically the only source of domestic production of copper, and produced approximately about twenty per cent. of the world's supply. By the census of 1860 it appears that thirty mines were in operation in the Lake Superior country, in 1870, twenty-seven, and in 1900, twenty. This indicates a gradual concentration, for though the number of mines decreased, the production greatly increased. The value of the average production per mine in 1860 was seventy-two thousand three hundred and seventy-nine dollars; in 1870 one hundred and fifty-nine thousand seven hundred and ten dollars; in 1880 four hundred and nineteen thousand nine hundred and sixty dollars, and in 1900 one million and twenty-eight thousand

CALUMET & HECLA SMELTING WORKS,
SOUTH LAKE LINDEN

HOUGHTON AND PORTAGE LAKE

one hundred and sixty-eight dollars. Their total production of refined copper at the last mentioned date was one hundred and seventy-one million one hundred and two thousand and sixty-five pounds. Not all the mines have proved profitable to their shareholders, but a few have been enormously so. The dividends paid by the Cliff and Minnesota mines before they ceased to be profitable amounted to upwards of four million dollars. Up to 1893 the dividends paid by the mines of the Portage Lake district were as follows: Atlantic, seven hundred thousand dollars; Calumet and Hecla thirty-eight million eight hundred and fifty thousand dollars; Central, one million nine hundred and seventy thousand dollars; Franklin, one million one hundred thousand dollars; Osceola, one million six hundred and ninety-seven thousand and five hundred dollars; Kearsarge, eighty thousand dollars; Quincy six million four hundred and seventy thousand dollars; Tamarack, three million one hundred and sixty thousand dollars. This makes a grand total in dividends of those mentioned above of upwards of fifty-eight million dollars. A vast sum of money has been put into mines which have never returned any dividends. But there were quite a number which, though never, or but for a short time, on the dividend list, have nevertheless greatly enriched those interested in them by their output and the amounts ultimately realized on their available assets.

In the production of iron ore Michigan leads all the states. The greatest development of iron ore deposits in the world is in the Lake Superior region. In 1900 this region produced seventy-six per cent. of the total output of the United States. No other section of the United States, and no other district in the world has shown such marvelous development or produced so

much iron ore as this region, which is embraced in northern Michigan and Wisconsin, and eastern Minnesota. So far as Michigan is concerned there are three distinct districts which lie in the western half of the northern peninsula. These are the Marquette, Menominee and Gogebic ranges. All these are wholly within the limits of Michigan, except a small portion of the Menominee and Gogebic which lie in Wisconsin. Whether in the same extent of territory elsewhere there may be deposits of similar extent or value it is not possible to say, but gauged by the evidences which development have brought out, it is safe to say that these mines are unrivalled in the world.

The initial shipment is credited to the year 1856. From that time the development has continued steadily, about two-thirds of the total product having been taken out within the last ten years. The output finds cheap transportation for the short rail haul with favorable grades to the lakes where well equipped docks have been constructed. These are so arranged that the ore is delivered from the cars into bins and from the bins into the holds of the vessels by gravity. The vessels take the ore from the shipping docks through the great lakes to the receiving docks where equal facilities for unloading by mechanical appliances have been provided. In 1880 the amount of iron ore mined in Michigan was one million six hundred and forty thousand eight hundred and fourteen long tons, giving the state second rank, Pennsylvania being first. The output increased in 1890 to five million eight hundred and fifty-six thousand one hundred and sixty-nine long tons, Michigan then ranking first of the states, a position it has continued to hold. In 1900 the production increased to eleven million one hundred and thirty-five thousand two hundred and fifteen, nearly double that of the previous

census. The greater portion of this ore was of high grade, although of late years some siliceous ores comparatively low in iron content and also low in phosphorus have been used as a mixture in the furnaces with richer ores low in silica. These mines are all located closer to shipping ports and to the principal pig iron manufacturing districts than the Minnesota ranges, and the ores therefore command a higher relative value. These values were shown to be in 1880 six million, thirty-four thousand six hundred and forty-eight dollars; 1890, fifteen million eight hundred thousand five hundred twenty-one dollars, and in 1900 ,twenty-six million six hundred and ninety-five thousand eight hundred and sixty dollars.

The earliest mining in the Lake Superior district was on the Marquette range and one of the oldest operations is the Cleveland mine which has been supplying ore constantly for fifty years. None of the records go back beyond 1854 in which year one mine was reported as operating in the Marquette district, the shipments amounting to three thousand tons. In 1900 the shipments of that district were upwards of three million tons. The production or consumption of iron ore in the United States in 1854 can only be estimated from the quantity of pig iron made. According to the census of 1850 there would have been in the neighborhood of one and a half million tons of iron ore consumed during that year in the entire United States. An indication of the growth of the business will appear in the fact that this is considerably less than the output of one mine, the Fayal, in the Lake Superior region in 1900.

A typical analysis of the Lake Superior ores shows their richness. Those of the Marquette range give a percentage of pure iron as fifty-six and one-half; of the Menominee range fifty-five and one-quarter, and of

the Gogebic fifty-six and one-third. The other ingredients consist of silica, respectively four and one-half, six and three-quarters and three and one-half per cent.; moisture, eleven and four-fifths, six and a half, and ten and four-fifths per cent., with a trace in each of phosphorus and sulphur, not varying greatly. These indicate the chemical composition of standard ores from the respective districts in the order named. In 1900 the value of ore mined in Michigan is given as twenty-eight million eight hundred and fifty-nine thouand six hundred and fifty dollars, which is four million dollars more than that produced in Minnesota, which stands second in the list. The total value of the product of all the states was sixty-six million five hundred and ninety thousand five hundred and four dollars. Thus Michigan and Minnesota together furnished eighty per cent. of the entire product of iron of the United States, and Michigan alone over forty-three per cent. Alabama and Wisconsin come next on the list of iron producing states with a percentage respectively of four and three per cent. of the aggregate production.

The statistics show that in 1900 the whole number of iron mines in operation in the United States was five hundred and twenty-five, of which eighty were in Michigan. The states having the next greatest number of mines were Virginia, with sixty-two, Alabama and Minnesota with fifty-nine each, Pennsylvania with forty-seven, Missouri with thirty-four, Colorado with thirty-three, and so on. The eighty mines in Michigan were operated by forty-one incorporated companies, employing fourteen thousand four hundred and fifty-six miners whose aggregate wages amounted to nine million one hundred and thirty-two thousand seven hundred and sixty-three dollars. Of this number ten thousand nine hundred and sixty-two worked below ground and

STATE CAPITOL—LANSING

received seven million and fifty-seven thousand five hundred and ninety-six dollars. The number of other wage earners, beside miners, superintendents, officers, clerks, etc., was three thousand seven hundred and thirty-two, with wages amounting to two million one hundred and seventy-one thousand three hundred and sixty-one dollars. The salaried officials numbered seven hundred and fifty and their total salaries amounted to seven hundred and seventy-five thousand nine hundred and fourteen dollars. The largest number of miners employed in any other state was eight thousand two hundred and fifty-six in Minnesota, and four thousand eight hundred and sixty-four in Alabama.

The operation of coal mining in Michigan began in 1835 in Jackson. At that point the coal crops out at the surface on the margin of the river and so was readily discovered. Substantially the same state of things at Grand Ledge in Ingham and Clinton counties developed three years later. Nothing in the way of active working was done until some time about 1860, when the mines at Jackson were opened to a considerable extent, which work has been carried on continuously ever since. The Grand Ledge field has not been developed, probably for the reason that it would not be found profitable. In 1878 coal was mined in the Owosso district in Shiawassee county and this field has since been continuously worked with considerable vigor. At about the same time operations were carried on in a small way at Williamston. The coal found here is of a superior quality but the deposit is wanting in roof and the seam is thin. Successful operations first began in the Saginaw district and in Bay County in 1895, and these districts have since been the chief source of supply of Michigan coal.

The commissioner of mineral statistics reports that the coal measures of the state are supposed to occupy

an area comprising about one-fifth of the central portion of the lower peninsula. This embraces the whole or considerable portions of the counties of Bay, Saginaw, Huron, Shiawassee, Clinton, Ingham, Eaton, Jackson, Van Buren, Cass, etc. The coal is bituminous and easily broken, possesses excellent heat producing qualities and burns with a bright flame, leaving but a small residuum of ashes. It is not adapted to gas manufacture or cooking, but is used almost wholly for steam making. It has not been found in great quantities at any point, the vein not being more than three or four feet in thickness. It is too deep down to pay to strip it, and there is no overlying rock of sufficient strength to serve as roof. Consequently the mining conditions are not of the best. It must be said, however, that the explorations hitherto have not been very thorough. Tests have been made in various parts of the state in a desultory way, but the only thorough investigation has been the producing districts now mainly confined to the Saginaw valley and Owosso. From the most recent data men versed in coal production are of the opinion that Michigan is destined to become and remain an important producer of bituminous coal. A large proportion of the product of the smaller mines finds a ready local market, while much of the output of the larger ones goes into Wisconsin, Minnesota, and the Dakotas.

In Southern Michigan and particularly in the large manufacturing center of Detroit, Michigan coal has not been able to compete in price with the coal from Ohio and West Virginia. The cost of mining and transportation are the deciding factors. In the Michigan mines the cost of coal is increased by the so-called dead work—cleaning and other charges not incident to, or not so expensive in, coal mining in Ohio. Michigan coal for furnace and domestic purposes compares favor-

ably in quality with that brought from Ohio, but the latter is favored undoubtedly by the railroads direct from Detroit into the coal fields. These matters are not controlled by sentimental considerations. And while the consumers would as lief use Saginaw as Ohio coal at the same price, the Saginaw operators can do better with their product in the western markets than at home. As indicating the growth of coal mining and especially in the more recent years the statistics are informing. The number of tons produced in 1870 was thirty-one thousand five hundred and twenty-eight; in 1880, one hundred thousand and eight hundred; in 1890, seventy-four thousand nine hundred and seventy-seven; in 1900, one million two hundred and forty-one thousand two hundred and forty-one. At the latter date the average price at the mines was one dollar and seventy cents per ton.

Long before the settlement of Michigan by white men the Indians supplied themselves with salt from the saline springs of the Saginaw valley, at Springwells near Detroit, upon the Clinton river and elsewhere. It was evident to those who made early topographic and geologic surveys that systematic exploration would bring to light resources of the greatest commercial importance. Soon after the organization of the state the legislature made a series of appropriations for a thorough examination, which work was in the hands of Doctor Douglas Houghton. He had made but little progress when his untimely death in 1845 put an end for a time to the agitation of the subject. In 1860 the East Saginaw salt manufacturing company sank a well at that city to the depth of six hundred and fifty feet and was the first to obtain brine of good quality and in paying quantity. The early development of the industry was in its first stages purely experimental and far from profitable. But

its promoters would not yield to discouragements and persisted until success crowned their efforts. The brine was found to be strongly impregnated with iron, which made it rusty; with bromide of sodium which made it bitter, and with gypsum which made it cake. It was necessary to get rid of these impurities and in 1869 the legislature passed a law requiring the inspection of all salt manufactured in the state. In 1876 an association was formed which included all the prominent manufacturers to enforce the regulations and handle the product with a view to uniformity of prices. At that time the manufacture was mainly at Saginaw and vicinity and along the Huron shore as far north as Osceola, at Midland, at St. Louis in Gratiot county, at Saint Clair in that county and at Manistee on Lake Michigan.

The brine was procured by boring to the depth of eight to nine hundred feet and pumping. The salt was obtained by evaporation and was most economically produced, in connection with saw mills where the refuse was used for fuel for evaporating purposes. In some instances the process used was known as solar, which consisted in evaporating the brine in shallow reservoirs exposed to the sun and open air. The wells were practically exhaustless. Early in the nineties the Ecorse-Wyandotte field came into prominence and soon eclipsed all others in the magnitude of operations. This field extends from the western limits of the city of Detroit some ten or twelve miles along the Detroit river. At a depth of about a thousand feet a body of pure rock salt was found of a thickness of upwards of four hundred feet. A number of very heavily capitalized companies were at once formed to operate in this district. The plan of operating was to drill into the rock and by means of tubing force water into it, which by the pressure was forced out again, in the form of brine having

in its passage through the rock taken up a quantity of salt. Operations were also begun for excavating a shaft down to the salt rock and mining the same.

The growth of the business is shown by the statistics of the number of barrels of salt produced. In 1860 this amounted to four hundred and seventy-two; 1870, seven hundred and ninety-six thousand, two hundred and sixty-three; 1880, two million four hundred and eighty-five thousand, one hundred and seventy-seven; 1890, three million seven hundred and twenty-nine thousand, one hundred and eleven; 1900, five million two hundred and six thousand five hundred and ten. At the last mentioned date Michigan produced over thirty-four per cent. of the entire production of the United States. New York stood next to Michigan with four million eight hundred and ninety-four thousand, eight hundred and fifty-two barrels. The value of salt per barrel has steadily decreased from one dollar and eighty cents in 1866 to fifty cents in 1900. In the Detroit district, the principal manufacture is soda ash, baking powder, and chemical products of salt used in manufactures and sold in the trade.

The history of the Portland Cement industry in this state begins with the year 1872 when a plant was built near Kalamazoo and operated until abandoned in 1882. No further steps were taken in its development until 1896, when a plant was erected at Union City. This was the beginning of what proved to be an astonishingly rapid growth of the industry. The raw materials entering into the composition of Portland cement made in Michigan are limestone, marl, shale, clay and gypsum, all of which are very abundant in the state, more so, perhaps than in any other state in the union. In 1900 ten factories were in operation with a daily capacity of eight thousand three hundred barrels. Seven others were in

process of construction, all of which expected to be making cement within the coming year. Four other companies had been organized and had in some instances already selected locations and were making active preparations for beginning work. The total output had increased from four thousand barrels in 1896 to upwards of one million barrels in 1900, a most astonishing development in the short space of five years.

The average cost of the modern factories in Michigan is about a half million dollars. The introduction of American machinery has simplified the process of manufacture and reduced the cost to such extent that the price of the manufactured article has steadily decreased. The London correspondent of a Chicago newspaper recently said; "American cement is likely to capture the markets of the world. The Americans a short time ago adopted a process of manufacturing Portland cement by means of rotary roasting mills which will drive England, France and Germany out of the field. By the aid of simpler machinery the Americans are able to make the article in eight hours, while England with its ancient, cumbersome equipment requires from three to four weeks. The cement mills which the Americans are building everywhere will soon supply the home market, and then their attention will be turned to the export business and their article will be landed here at prices defying competition." The cheapening of cement has increased its use to an astonishing extent. It is now used for purposes not thought of a few years ago. It is an ideal material in bridge construction; it has no equal as paving foundation. It is the best material known for sidewalks and building foundations and even for buildings themselves. In all the cities and villages throughout the state it is now used very extensively where hitherto its use was quite unknown. The supply of raw materials

is practically inexhaustible. The present indications are that the demand will grow, as new ways for its economical use develop. All the conditions combine to make Michigan the leading state for the production of this great staple.

The gypsum deposits of Michigan are limited to a few points, but they are at those points of sufficient extent and accessibility to suffice for all the demands that may be made upon them. The most extensive deposits are found in the vicinity of Grand Rapids and at Alabaster, Iosco county. At each of these localities is found a succession of thick beds of gypsum, commencing near the surface and aggregating many feet in depth. In the quarries at Alabaster the upper gypsum bed has a thickness of sixteen feet. Near the headquarters of the Aux Gres river, extending west from Alabaster for nearly forty miles gypsum is found near the surface; also to the north and to the south. At Grand Rapids the deposit is found for some distance south of the city and lying on both sides of the Grand river and beneath it. It extends over an area of about ten square miles, lying from two to seventy feet beneath the surface. The upper superficial bed has a thickness of six to eight feet and lies directly beneath the soil. Then occurs a seam of soft slate about one foot in thickness and below that a bed of pure gypsum twelve feet in thickness. The gypsum in both of these localities does not vary much in appearance or quality. It is of various shades of color —white, gray, yellow, red, and mottled like castile soap. When quarried the gypsum is pulverized and then ground to a fine powder. In this form it is used as a land fertilizer. Calcined it is known in the arts as plaster of paris and as such its use is very extensive. The first gypsum mill was built near Grand Rapids in 1841 and the Alabaster quarries were opened in 1862. The

total production of the state in 1868 is given at thirty-four thousand tons. This had steadily increased until in 1900 it had reached nearly two hundred thousand tons of a value of upwards of four hundred thousand dollars.

In every section of the state there is an abundance of excellent clay which is utilized for the making of brick, tile, sewer pipe, chimney tops, etc. This business has developed as the state grew in population and as the demand increased. In 1890 there were two hundred and fifty brick kilns in the state. In many localities there is a superior quality of fire clay, but it has not yet been much used for manufacturing purposes.

Extensive beds of Potsdam sandstone occur in the northern part of the upper peninsula and furnish the best quality of building material. The stone is of medium fineness of texture and of a light brownish red color, often curiously spotted or mottled with gray. Nine quarries in 1900 produced nearly three hundred thousand dollars worth of stone. Sandstone quarries are also worked at Ionia and Flushing but in a limited way, although the stone is of fine quality.

In Baraga county in the upper peninsula is a slate formation which extends in a wide belt from the Huron mountains west for many miles. At Huron bay and in the vicinity of L'Anse an excellent quality of merchantable slate is found in abundance. As early as 1872 roofing slate was produced here in considerable quantities. It is jet black in color, or a very dark blue black, though there are also some lighter shades. It is fine grained, with smooth surface, free from pyrites or other deleterious minerals and has perfect cleavage. The quarries are situated so near Lake Superior as to give cheap transportation.

The largest grindstone quarries in the state were opened in 1838 at Grindstone City in Huron county.

The Huron grindstone is a very fine grit, soft and wet when fresh and growing hard and dry upon exposure. In the production of grindstones Michigan is second among the states, Ohio standing first.

There are graphite mines in Baraga county which have been worked to a limited extent and which turn out a commercial product of good quality. This material is yet to make its way, but apparently has favorable possibilities.

CHAPTER XIX

Transportation

THE matter of transportation is of prime importance to any community. Intercourse with the outside world is essential to prosperity and even to comfort, and the more ample and unrestricted this may be the better it serves the ends in view. We have seen something of the first efforts to navigate the great lakes which wash the shores of Michigan for upwards of two thousand miles. From the day of LaSalle and his "Griffon" to the latter half of the nineteenth century is a far cry. The little craft of the pioneer explorer which was wrecked in a summer storm was the veriest pigmy beside the leviathans of many thousand tons burden which in these latter days plow the waters and their connecting straits in never ending procession. The primitive means of communication was wholly by water, except for the long and tedious journey on foot or on horseback through forests and jungles, with the accompanying dangers from attack by bloodthirsty savages. As the little settlements grew the methods of water communication improved. Larger vessels were built and their numbers increased, as the necessity demanded, until there came to be considerable traffic of merchandise, as well as of passengers, between the east and the Michigan metropolis. This, however, was the case only during the season of navigation, which was wholly interrupted with the approach of winter. For four or five months the harbors were locked with ice and the frontier village was shut in. The inhabitants were left to their own devices for making life endurable.

The tide of immigration set in shortly before 1830 and for the next ten years people flocked hither in great numbers. A large proportion of them came from central and western New York. They were mainly of New England stock who had already made one remove and

were still looking for the land flowing with milk and honey which had been painted in glowing colors by their imaginations or by those who had preceded them. They brought with them the spirit of energy characteristic of their nativity, and the maxims of thrift and enterprise which they had learned in the home of their childhood and youth. The practical application of these maxims began to take shape even before Michigan had passed the stage of its territorial infancy. The projects included a series of canals and railroads crossing the peninsula from east to west. This was the era of internal improvement to be carried on by the state itself. It was a time of wild speculation, with a fictitious prosperity, money turned out by the printing presses in great profusion, the courage of youth and energy on the part of the pioneers and the highest hopes of the future. Canals were started, but the digging had not progressed far when they were abandoned. The railroads projected met with a better fate, but not until after their original promoters had learned a bitter lesson in the hard school of experience.

Three lines were projected to cross the state. The first of these was the Detroit and St. Joseph, and a company was chartered in 1832 to build it. This was a purely local enterprise and the subscriptions to the stock were taken almost wholly in Detroit. Major John Biddle was president of the company and Colonel John M. Berrien, then an officer of the regular army, was engineer in charge. Within two years of the date of incorporation the road had been opened to Ypsilanti, a distance of thirty miles. As an indication of the boldness of the men who put their money into this enterprise it may be stated that the only railroads then in the country were a short stretch of the Pennsylvania and the Albany and Schenectady, the latter comprising but seventeen miles. No work was done by the company beyond

Ypsilanti, but considerable right of way had been secured. In March, 1837, soon after Michigan had been formally organized as a state, an act was passed to provide for the construction of certain works of public improvement. This act provided for the purchase of the Detroit and St. Joseph railroad, and the road passed into the possession of the state under the name of the Michigan Central. At the same time, provision was made for a loan by the state of five million dollars for the completion of the road to St. Joseph and for building two other parallel lines running westward from Monroe and Port Huron respectively. The state extended the Michigan Central as far west as Kalamazoo. The road projected from Monroe westward and which was known as the Erie and Kalamazoo, was opened to Hillsdale, a distance of about sixty-five miles. The road projected from Port Huron westward was graded for some distance, but no rails had been laid, when in 1846 the state found itself in desperate straits, on account of these railroad building operations. The five million dollars of bonds had been sold at a sacrifice and the money was all spent. The state had these unfinished roads on its hands and no money to complete them, to keep them in repair, or to operate them. The treasury was empty, interest on the bonds was piling up—in short, the state was bankrupt.

In this condition of affairs the legislature of 1846 passed an act authorizing the sale of the Michigan Central for two million dollars to J. W. Brooks and other Boston capitalists. At the same time the Erie and Kalamazoo was sold for five hundred thousand dollars to Charles Noble and other citizens of Monroe who were able to interest some outside capital in the project. The Port Huron line was abandoned and the work which had been done upon it was wholly lost. Thus the state was

able to realize very little upon its expenditures in the line of internal improvements. It was crippled to an extent which required many years to recover from, but it had learned a wholesome, though a bitter lesson. In making the constitution of 1850 a clause was inserted forbidding the state to engage directly in, or to loan its credit to, any scheme of internal improvement. Special charters were also prohibited. These provisions were timely and have, first and last, saved the people a world of trouble and worry.

The roads had been built with what was known as strap rail but the purchasers were required to lay the extensions with girder rail and also to replace the old rail with the new form. As may be supposed, the railroad construction and equipment of that day were of a very primitive order. The purchasers of the Michigan Central were authorized to change the western terminus to any point on Lake Michigan, and were subsequently allowed to continue it to Chicago. The Michigan Southern had already acquired a perpetual lease of the road from Toledo to Adrian, thirty-three miles, which had been opened in 1837. The building of this line westward to Chicago, its objective point, was pushed with great energy and the line was opened for traffic to Chicago in June, 1852, slightly in advance of the Michigan Central, which did not reach the Illinois metropolis until a month or two later. A line from Detroit to Toledo was organized in 1856, almost wholly by local capital, and it was completed and opened the following year. It was at once taken over and operated by the Michigan Southern. At about the same time the Great Western railway of Canada was completed from Niagara Falls, where it connected with the New York Central, to Windsor opposite Detroit whence it made close connection by ferry across Detroit river, with the Michi-

gan Central. Thus was opened not only a direct outlet to the east for Detroit, but a thoroughfare between the east and the west which was the most direct of any and which has always been popular with travelers.

Though the state itself could not engage in railroad building, it encouraged such works at one period by very liberal grants of public lands, made by the general government on behalf of the state. One of the first of them was the Jackson, Lansing and Saginaw, extending from Jackson via Lansing and Saginaw to the Straits of Mackinaw, a distance of two hundred and ninety-five miles. The building of this road was promoted by the Michigan Central which subsequently controlled and operated it as a division of its line. The Central also acquired the charter of the Michigan Air Line and built that portion lying between Jackson and Niles, which it operates as a cut-off and practical double track for its main line. The same road secured possession of a line opened in 1870 between Jackson and Grand Rapids which it operates as a division of its main line. In 1878 a road was built between Detroit and Bay City. Three years later the Michigan Central secured possession of this road by a long lease and operates it in connection with its Mackinaw division. About 1878 a road known as the Canada Southern was built from Buffalo to Detroit river near Amherstburg, where it crossed the river by ferry and bridge, and thence to Detroit and Toledo. The Michigan Central secured this road, changed its terminal from Amherstburg to Windsor, and operates it as a division of its main through line. The section between Detroit and Toledo is operated as the Toledo division. From this it appears that the Michigan Central, though a great trunk line and part of the system operated by powerful moneyed interests,

has ramifications to all parts of the state and numerous feeders which bring it business from every direction.

Railroad methods have changed within recent years. There is a tendency to combination and consolidation. Roads, even of considerable mileage, built as independent lines and so operated for a time, have one after another been absorbed by, or combined with, other systems, and so lose their identity. There are fewer roads in Michigan to-day than there were ten years ago, if one counts them by name, but at the same time the mileage has greatly increased.

In fashion similar to the Michigan Central, though not so extensively so far as Michigan is concerned, the Lake Shore and Michigan Southern has acquired tributary lines. A road partially opened as early as 1838 extends from Adrian to Jackson. Another extends from Jonesville to Lansing, a distance of sixty miles. Another opened in 1870, and about one hundred miles in length is known as Fort Wayne, Jackson and Saginaw. The Hillsdale branch, about sixty-five miles in length, extends from Hillsdale to Ypsilanti. The Kalamazoo division extends from Three Rivers by way of Kalamazoo to Grand Rapids. In this way it is seen that the main line traversing the southern tier of counties of Michigan and the northern tier of Indiana has numerous branches, or feeders, which touch all the important points in the lower portion of the state.

In the boom days of Detroit longing eyes were cast upon the rich agricultural region of Oakland county. As early as 1834 the territorial legislature granted a charter for a railroad between Detroit and Pontiac. The road was begun and in 1839 was completed to Birmingham; in 1843 it was opened to Pontiac. In 1848 the Oakland and Ottawa Railroad Company was organized to extend the road to Lake Michigan, and in 1855 the

two companies were consolidated under the name of the Detroit and Milwaukee Railway, a steamship line being operated across Lake Michigan to Milwaukee. The bonds for the construction of the road were sold largely in England. The road did not prove profitable and in course of time came into the hands of the bondholders. These were largely foreign capitalists whose interests were closely identified with the Grand Trunk Railway of Canada, a line of more than a thousand miles extent, from Portland, Maine, to Quebec, Montreal, Toronto, and thence to Sarnia, opposite Port Huron. The last mentioned line was extended from Port Huron to Detroit in 1859. A westward extension was begun in 1871 under the name of the Chicago and Grand Trunk Railway and the entire line was opened in 1880. It is a curious fact that a portion of this line from Port Huron westward toward Grand Rapids was graded more than forty years before by the state as one of the triple project of trans-peninsula railroads. It is another curious circumstance that a part of the excavation made by the state near Utica as a portion of a canal to cross the state was afterward found very handy for right of way and grading when building the Detroit and Bay City road.

In 1862 a road was commenced at Saginaw and built to Flint, and four years later a westward extension was opened to Midland. This was carried still further westward to the mouth of Pere Marquette river, now known as Ludington, under the name of the Flint and Pere Marquette. The road was also extended from Flint to Monroe, and in 1874 was opened from Monroe to Ludington, a distance of two hundred and fifty-three miles. In connection with this road a line of steamships was operated upon Lake Michigan between Ludington and Milwaukee. In 1871 a road was completed and

operated from Detroit through Lansing to Howard City under the name of the Detroit, Lansing and Northern. Afterward it was opened to Grand Rapids where it consolidated with the Chicago and West Michigan, then operating from New Buffalo to Muskegon and Pentwater, and thence eastward through White Cloud to Big Rapids. The road after consolidation was extended northward from Grand Rapids through Newaygo, Traverse City to Petoskey on Little Traverse bay. There was also consolidation with the Saginaw Valley and St. Louis, opening a direct line between Grand Rapids and Saginaw. All of these lines with their ramifications in various directions in the lower peninsula were in 1899 brought under one head with the title of the Pere Marquette, operating upwards of seventeen hundred miles of railroad within the state.

In 1852 the Fort Wayne and Southern Railroad Company made such advances toward the construction of a railroad from Louisville to Fort Wayne as to insure its completion. In 1856 a land grant in Michigan was obtained and the northward extension from Fort Wayne began. The road was completed to Grand Rapids within a few years and then pushed on towards the Straits of Mackinaw, to which it was opened in 1882. The distance from Fort Wayne to Mackinaw is three hundred and thirty miles. The construction bonds having been guaranteed by the Pennsylvania road the line has been to all intents and purposes a part of that great system. This road is known as the Grand Rapids and Indiana.

The Toledo and Ann Arbor road was originally a Toledo enterprise and was opened to Ann Arbor in 1880. Later it was extended through Howell, Owosso and on northward to Frankfort on Lake Michigan whence a line of steamships operated across the lake to

Manitowoc and Menominee where connections were made with Wisconsin roads.

In 1881 a line was completed from Logansport to Detroit and operated as part of the main line of the Wabash Railway, which is one of the great trunk lines of the country, controlling upwards of twenty-five hundred miles of road, of which eighty are in Michigan.

The Pontiac, Oxford and Northern was begun in 1883 and rapidly constructed northward one hundred miles to Port Austin on Lake Huron. The Saginaw, Tuscola and Huron extends to the same point from Saginaw, a distance of sixty-seven miles.

The Detroit and Mackinaw was begun in 1882 and built in that year from Bay City to Tawas. Thence it was extended to Au Sable, Alpena and Cheboygan, a total length of three hundred and twenty miles.

The Manistee and Northeastern was chartered in 1878. Its line extends from Manistee to Traverse City and to Provemont in the Leelanaw peninsula. The total length of the line is one hundred and seven miles.

The Mason and Oceana extends from Ludington southeastward to Hesperia, a distance of thirty-seven miles.

The Chicago, Kalamazoo and Saginaw extends northward from Kalamazoo to Woodberry, a distance of forty-four miles.

The Au Sable and Northwestern extends from Au Sable northwestward to Comins and Hardy, a distance of sixty-four miles. It is three feet gauge.

The Detroit Southern has a total mileage of one hundred and seventy miles, of which fifty-seven, between Detroit and Toledo are in Michigan.

The first railroad opened in the Northern Peninsula was then known as the Peninsular. It extended from Escanaba to a point near Marquette where it connected

with the Marquette, Houghton and Ontonagon, which road was opened from Marquette to Ishpeming in 1857. The first mentioned line afterward became a part of the Chicago and Northwestern. This gave the upper peninsula direct connection with Chicago, which was a matter of great commercial importance to that region. By this line the distance between Marquette and Chicago is four hundred miles. The road has a number of branches leading to the iron mines. It operates altogether upwards of five thousand miles of track, of which five hundred and twenty-one are in Michigan.

The Marquette, Houghton and Ontonagon had the advantage of a land grant. It was opened to L'Anse in 1872. This line was afterward acquired by the Duluth, South Shore and Atlantic, as was also the line built in 1880 from St. Ignace to Marquette with the aid of a land grant, and which was known as the Detroit, Mackinac and Marquette. This line was afterward extended eastward to Sault Ste. Marie. The Duluth, South Shore and Atlantic operates from Duluth to Sault Ste. Marie and St. Ignace, a distance of five hundred and eighty-three miles, of which four hundred and sixty-eight are in Michigan.

The latest line to be built through the upper peninsula is the Minneapolis, St. Paul and Sault Ste Marie. This road traverses the lower margin of the peninsula to Sault Ste Marie, a distance in the state of two hundred and thirty-five miles. It is understood to be operated in the interests of the Canadian Pacific and has upwards of thirteen hundred miles of trackage to Alberta in Northwestern Canada. It forms part of a great trunk line to the Pacific.

A summary of the foregoing shows that in 1900 there were eight thousand miles of railroad in Michigan and that the companies operating them operate an

aggregate of twenty-six thousand, three hundred and twenty-nine miles of road. This marvelous development has not been surpassed by any state within the same period of time.

The building of cars has always been an important industry in Michigan since the early days of railroad development. About 1860 Edward C. Dean and George Eaton began in Detroit the building of freight cars. Two or three years later John S. Newberry, a local capitalist, associated himself with them and under the name of Newberry, Dean & Eaton the business took a very rapid forward advance. In 1864 the concern was incorporated with a capital of twenty thousand dollars as the Michigan car company. James McMillan became interested in the company and after the death of Mr. Newberry was made its president. The capital stock was increased to a half million, a new and ample site was secured at West Detroit, where one of the most extensive car manufacturing plants in the country was carried on for many years. The company engaged exclusively in the making of freight cars and refrigerator cars of various forms and patents, employing as many as two thousand men. The Detroit car wheel company was organized by the same parties controlling the car company for the production of car wheels. The cars were sold in all parts of the country and were built upon orders from railroad companies. Shortly before the close of the century the American Car and Foundry Company acquired the Michigan Car Company's stock and good will. This is a national concern and controls the freight car building business of the country. A new and larger site was secured and shops were built upon an immense scale. The works give employment to several thousand men.

About 1860 George M. Pullman established in De-

troit a factory for the building of what has since become the well known Pullman palace and sleeping car. This was started in a small way and gradually grew until the factory covered a whole city square. Many hundred Pullman cars, the most luxurious of their day were turned out here. Mr. Pullman afterward established his headquarters at Chicago and his car building enterprises were ultimately concentrated there. After nearly forty years of operation the Detroit factory was abandoned and finally sold to the Detroit United Railway which makes use of the shops and machinery for the building of electric passenger cars.

In the early seventies Dr. George B. Russel established in Detroit car building works which grew in the course of years to be quite extensive. Only freight cars were built. Dr. Russel's chief interest was as an iron master and he gradually concentrated his attention upon the casting of wheels and trucks for cars. The Russel Wheel and Foundry Company was organized in 1883 with a capital of one hundred thousand dollars and has since carried on a large and successful business.

The Griffin Car Wheel Company of Detroit was originally organized in 1877. Its capital was only thirty thousand dollars at the start, but this was ultimately increased to one hundred and fifty thousand dollars. The Messrs. Griffin were interested in the same line of business in several other cities. They had a large trade in supplying wheels to railroads throughout the country.

The Michigan Central has built its own passenger coaches and many of its freight cars at its own shops located near the city of Jackson. The Pere Marquette also has extensive shops at Saginaw where it turns out its own coaches.

In touching upon transportation allusion must be

made to the recent wonderful development of the trolley system, not only in cities and the larger towns, but through the country connecting cities and towns. The first interurban line was opened about 1890 between Ann Arbor and Ypsilanti. This was operated by a steam motor at the start. It developed the fact that a short line of that character making frequent regular trips at a low rate of fare could command a paying business. After a few years an electric motor was substituted and the road is now operated as a part of the through line from Detroit to Jackson. The next electric suburban line put into operation was between Detroit and Wyandotte, afterward extended to Trenton. Then a line was opened to Mt. Clemens and later a shore line to the same point. These were continued to Port Huron via Algonac, Marine City, St. Clair. Other lines built out of Detroit were to Pontiac, Orchard Lake, Farmington, Northville, Rochester, Romeo, Orion and so on to Flint; to Wayne and Plymouth, and later still to Monroe and Toledo. Other cities have numerous suburban lines extending to near or more remote resorts and connecting nearby towns. The cars upon these lines moving every thirty minutes or every hour are almost invariably well loaded with passengers. The low rate of fare, the convenience of frequent movement of cars, and the stop at every street corner prove to be popular attractions. Generally these lines are equipped with modern cars, strongly built, handsomely finished and furnished, handled by experienced and courteous employes in uniform, quite free from accidents of any description. The roads have been found to be very profitable to their owners, and at the present time new lines and extensions of old ones are planning at a rapid rate. This mode of transportation by elec-

tricity is entirely modern. It was not dreamed of before 1890.

Transportation by water has kept pace with the development of the country. As population has increased industries expanded, capital become more abundant, the wants of a higher and yet higher civilization have multiplied and American enterprise does not permit any want to go unsatisfied. The opening of the Erie canal across the state of New York was rightly considered one of the most important events in the progress of the northwest. The advent of steam navigation upon the lakes was of great consequence. In 1816 the total tonnage of vessels at all Lake Erie ports, including Detroit, was only two thousand and sixty-seven, less than half the register of some of our modern steamers. These vessels ranged in size from ten to one hundred and forty tons burden.

The subsequent growth of the lake tonnage was more rapid, as well in size as in the number of craft put afloat. In 1850 it aggregated about one hundred and sixty thousand tons, of a value of nearly eight million dollars. In 1890 there were two thousand, one hundred and twenty-five vessels with a tonnage of one million, eight hundred and sixteen thousand, five hundred and eleven. Of this total tonnage of all vessels, one million, one hundred and seventy-eight thousand, eight hundred and seventy-five was in steam vessels, which numbered four hundred and eighty-five. As showing the character of modern shipping, it is recorded that there were two hundred and forty-six thousand, six hundred and seventy-four tonnage registered in Michigan of steel steam vessels built within the previous ten years. These metal ships have in modern times almost wholly superseded wooden ships. The limit of the size of the latter was long ago reached and metal has grown

cheaper. The deepening and widening of channels and harbors led to the increase in size of vessels, and the large ships are operated at less relative cost, and so have greatly reduced transportation charges per ton. There is economy in the big ship and some of the lake vessels have now reached in dimensions well toward the maximum of the first-class Atlantic liners.

But for many purposes craft of smaller size must still be equipped. There are yet narrow and shoal harbors and business enough in these harbors to call for numerous vessels. So, while the great leviathans are carrying coal, iron, copper, grain, from the far end of Lake Superior to lower Lake Erie, there are, nevertheless, a majority of the lake craft which are small, comparatively speaking, and able to carry full loads into all harbors. These minor craft, though less in tonnage, are greater in numbers and will probably so continue. The facilities for loading and discharging cargoes have kept pace with other improvements and the largest ships are now detained but a few hours at the docks at either end of the voyage. These ore and coal docks and grain elevators are marvels of engineering skill and many millions of dollars are invested in them.

With the rapid growth of the lake marine is intimately associated the development of ship building. The forests of Michigan furnished the finest ship timber in the world. Her oaks have been exported almost from time immemorial for the stanchest ships of the British navy. Her tall pines have supplied masts for the Atlantic shipping, as well as for the lakes. In the days of wooden ships there were yards for building them at Detroit, at several points on the St. Clair river and at Bay City. When the steel ship came into vogue the machinery and the equipment of the yards at Detroit, Wyandotte and Bay City were expanded to

meet the new conditions. These yards are now the most extensive and complete on the lakes, being rivaled only by those near Cleveland. There have been no ship building plants on the western shore of Michigan, probably for the reason that the shipping of Lake Michigan has found less field for enterprise, though there is a carrying trade to both Chicago and Milwaukee in coal and ore, while immense quantities of grain are shipped outward. Like many other things in recent times the building of ships has shown a tendency to concentrate into fewer hands. Though there are not so many plants in Michigan as there were a generation ago, their extent, equipment and investment have multiplied many fold.

CHAPTER XX

Educational Progress

THE initiation and development of the educational system of Michigan have been discussed in a preceding volume. It only remains here to speak of the expansion which has kept pace with the growth of the state in population and material wealth. It counts for much that the system was well thought out at the start. It has not been necessary to take any backward steps, to retrace the course, or to correct errors. The system has simply moved forward along the lines forecasted from the beginning. Speaking of the civil war, Superintendent Hosford, in his report for 1865, says: "During all these years of darkness and doubt the interest felt in our schools has not in the least abated. No schools have been discontinued, and only in a few instances have the numbers been materially diminished. The large accessions which the returned soldiers make fill the schools to the limit of their capacity. Most of the higher institutions are crowded to or even beyond their full capacity.

"Michigan never had more occasion to be proud of her schools and her school system than now. Their success thus far has been most gratifying. What a change has twenty years wrought in the schools of the state! Then it was almost impossible to secure teachers competent to give instruction in the most elementary branches. The school houses were little else than shapeless piles of logs, scattered here and there. These have given place to the beautiful white house, enclosed by a substantial fence, producing a most agreeable impression upon the stranger as he passes through the country, while in the villages and large towns are seen those magnificent edifices devoted to learning, which astonish even a New England traveler. These are constantly acting as potent educating forces, vieing with the best

instructors in their work of discipline. Well may a state be proud when the noblest structures found in all her towns are devoted to learning and religion. These are her towers of strength, her impregnable citadels. With these thoroughly garrisoned she need fear no enemy.

"But quite as great a contrast is seen in the schools themselves. Their present condition fully sustains the prediction long since made in relation to the mutually beneficial influence which the public schools and the higher institutions exert upon each other. The university, the colleges and the normal school have been rearing teachers for the union schools. As soon as these educated teachers reached these schools a change was immediately seen. Courses of study were arranged and a rigid system of instruction was introduced. The schools were at once graded, each pupil mingling with those of his own degree of advancement. Teachers assigned to these several departments were enabled to give their individual attention to the pupils of that department; hence better work was done by both teacher and pupil. New branches of study were introduced and the whole course so enlarged that the union schools soon became fountains of supply for the university and the colleges."

This was unquestionably the effect originally intended. Graded up from the primary department through the grammar schools, the high schools, or union schools, as the higher classes were then called, to the university itself was the clear line of progress, with its influence acting and reacting in both directions. This influence was felt to the remotest districts of the state, elevating the standard of scholarship and inspiring the whole community toward advancement. This was a

hopeful and most encouraging sign of educational progress. There was abundant evidence of it.

The primary school statistics for 1865 showed four thousand, four hundred and fifty-two school districts, with two hundred and ninety-six thousand, two hundred children between five and twenty years of age. These districts employed eight thousand, seven hundred and forty-four teachers, of whom seven thousand, four hundred and twenty-seven were women. The average salary paid men was forty-one dollars and seventy cents per month, and to women, seventeen dollars and forty-three cents per month. The total school revenues for the year were one million, two hundred and thirty-eight thousand, four hundred and eighty-seven dollars, of which about half was paid in salaries to teachers, one hundred and seventy-two thousand, eight hundred dollars for building purposes, and the remainder for library and all other purposes. The statistics for 1885, twenty years later, show six thousand, nine hundred and thirty-two school districts, with five hundred and ninety-five thousand, seven hundred and fifty-two children. The number of teachers employed was fifteen thousand, three hundred and fifty-eight, of whom eleven thousand, four hundred and eighty-two were women. The average salary paid women was thirty-one dollars and eighteen cents, and to men forty-six dollars and seventeen cents. The reader will note the great advance in the rate paid to women. Clearly this was because of their better qualifications which school managers saw and appreciated. In 1900 the number of districts had increased to seven thousand, one hundred and sixty-three and the school population to seven hundred and twenty-one thousand, six hundred and ninety-eight. At this date the number of teachers employed was fifteen thousand, nine hundred and twenty-four, of whom twelve

thousand, six hundred and eighty-four were women, whose compensation had increased to thirty-five dollars and seventy-one cents per month, as against forty-six dollars and seventy-three cents for men. Here again we see the increasing demand for women as teachers and the increasing appreciation of the money value of their services. The number of school houses was eight thousand and thirty-five, with six hundred and twenty-nine thousand, two hundred sittings, and of a value of nineteen million, three hundred and thirty-three thousand, one hundred and seventy-three dollars. The total net receipts for the year were upwards of nine million dollars. Three-fifths of the pupils at this time were enrolled in the graded schools. A measure has been proposed and seems certain to be brought about in time, of consolidating school districts in the rural towns and by uniting the pupils of several districts grading them in the same manner as in the villages. The only obstacle lies in the fact of the long distance which some of the pupils would be required to travel from their homes. But this is overcome by providing omnibuses for transportation. The plan has been tried in several localities and has been found feasible and popular. Thus the child living in a remote country settlement will have the same advantages of graded school and better qualified teachers enjoyed by the resident of a city or village.

It has been the common experience that when the farmer's boy or girl reaches the age of fifteen or sixteen he or she goes to the nearest city or village containing a good high school for the purpose of getting the education which the rural school can no longer supply. For this the farmer is obliged to pay tuition. There are several high schools in the state whose revenue from non-resident pupils goes far toward sustaining the school, and in nearly all of them it forms an important item.

This is added expense to the farmer, who not only is taxed to support the school in his own district, but is taxed in the form of tuition to support the school of his nearby village. The consolidation of districts suggested may provide the high school training in every district.

Manual training has largely come into vogue in the more important cities of Michigan within recent years. This form of instruction was established in this country as a result of the educational exhibit made by Russia at the centennial exposition of 1876. This was wholly a revelation to the American people. Not only did art in education receive a new baptism but the value of training the hand gained an impulse which has since been widely felt. Under the impulse given by this exhibit manual training schools were soon organized in a number of the large cities. The St. Louis school was organized in 1879; Baltimore in 1883; Chicago, New York Toledo in 1884; Philadelphia and Denver in 1885; Cleveland in 1886; Detroit in 1899. Its first introduction in the state was at Bay City in 1891. It was begun at Muskegon in 1896; at Calumet, Flint, Detroit, Kalamazoo in 1899; at Ann Arbor, Grand Rapids, Saginaw, Ishpeming, Marquette in 1900. The movement was retarded by the hostility of the trade and labor unions who made a factious opposition through a misconception of the plan and purpose of such schools. The crude idea of those who controlled the unions seemed to be that it was an insidious effort to train apprentices to trades. The unions undertake to control the number of apprentices in any trade for the purpose of restricting competition in that trade. But it was soon made evident even to the dull minds of unionists that the training in schools does not turn out apprentices, but only tends to develop whatever talent or inclination a boy may have in any given direction,

and best of all to give that training of hand and eye which is useful in a thousand ways in after life. The hostility to such training soon faded away altogether. At the outset instruction was given to boys only in the way of teaching the uses and handling of tools of various kinds, to develop skill in designing and making of simple articles of wood. Later it was carried into metals, such as iron, tin and brass, the operating of lathes and simple machinery. Later still instruction was given to girls in cooking, sewing, home decoration and other branches of domestic science.

The possibilities of instruction in this direction appealed so strongly to men of wealth that some schools, notably at Muskegon, Jackson, Saginaw, have been built or endowed by private munificence, but open free to all boys and girls in their respective neighborhoods. The purpose is to bring out latent talent and to afford opportunity for those who have special gifts in any direction to develop them to the utmost. In this way genius may be discovered, to the manifest advantage of humanity, which would otherwise never show itself. It has a sociological as well as an educational aspect.

Another feature of our modern schools not dreamed of a generation ago is the kindergarten. This is a system of training the very youngest children, devised and carried into effect in Germany many years ago by Froebel. The child from four to six years of age, before he is old enough to make use of a text book or to be confined to the rigid routine of classes, can be trained in many ways to the very great advantage of himself. We begin to learn from the time of our first conscious life. It is important that the teaching be in the hands of those competent to give it and that it be along the lines which experience has shown to be most useful. So, as

UNVEILING THE PINGREE STATUE, DETROIT, MAY 30, 1904

soon as the child can be spared from the mother's immediate and constant care its education can best be taken in hand by expert teachers. The very young children are gathered in large, well ventilated, well lighted rooms, and given such things to do as will interest them and which will be incidentally instructive. Their physical welfare is of the first importance. There are light gymnastic movements with music accompaniment; there are plays with ball, with straws; there is the learning of colors, of numbers, of form, of size. Cheerfulness and physical delight are the first essentials. There is story telling; there is reading to them the best literature, poetry and prose, on subjects which appeal to them, re-telling the old fairy tales which are within their comprehension, making the words real to them because they express what they themselves do know and see and hear. The child is very fond of the kindergarten, because it is having a good time. It is all fun, but at the same time it is scientific and careful training of all the senses, of the physical, mental and moral nature. Rightly done it is the most important of all teaching, for it is at the very foundation and forms the fundamental basis upon which the after education, and in one sense the character, of the individual must rest. This system of kindergarten schools is universal in all the larger cities of the state. It is not available to any important extent in the smaller villages. These schools call for specially trained teachers. They must be women of sound and wholesome natures, a motherly love and appreciation and understanding of children, and they must engage in the work with their whole heart and soul. Such there are and there is a field for them.

Another feature of educational work, which is not new, but which has been carried forward with increasing value in recent years is the teachers' institute. This is

an effective method of improving the quality of the teaching force. The teachers themselves are taxed toward their support, and though attendance upon them is not compulsory, teachers as a rule do attend and seek to profit by them. They are of greatest service to the teachers in rural districts, and especially so to those who are young and inexperienced. To serve the convenience of those who are expected to attend they are held in various parts of the state and so are easy of access. A corps of instructors is appointed who are selected for fitness, and instruction is given by lectures and quizzes. The statistics show seventy-six of such institutes held in the course of a year, at least one in each county, with upwards of one hundred different persons as conductors and instructors, in all cases one conductor and from one to four assistants, depending on the number of teachers in attendance.

The training of teachers in normal schools was entered upon in Michigan in 1852, when a school was opened in Ypsilanti. Adoniram S. Welch was the first principal and continued as such for ten years, building up in the meantime a large and successful school. He resigned in 1865 and was succeeded by Prof. D. P. Mayhew as acting principal. At that time the institution had ten instructors and an enrollment of two hundred and fifty-five students in its normal department. It had from the first maintained an experimental department made up of children of the town in which students of the school were given practice in teaching under the supervision of their instructors. In the first ten years twenty persons received diplomas of graduation from the school. By 1885 the number of pupils had increased to five hundred and twenty, of whom ninety-seven graduated in that year: In 1900 the number of instructors was fifty-one, with an attendance of fourteen hundred

and twenty-one students, of whom three hundred and two graduated in that year. The whole number of graduates since the foundation of the school was three thousand, nine hundred and nine. The name of the institution had some time previously been changed to State Normal College. Some of the greatest and best known educators of the state have been at the head of this school. Among these may be mentioned Joseph Estabrook, John M. B. Sill, Daniel Putnam.

The Central State Normal School at Mt. Pleasant was established in 1895, with Charles T. Grawn as principal. In 1900 it had twenty-five instructors and four hundred and fifty-six students. In the five years of its existence it had graduated three hundred and eighty. The Northern State Normal School was founded at Marquette in 1899, with Dwight B. Waldo as principal. It had in 1900 six instructors and ninety-one students. A few years later a Western State Normal School was established at Kalamazoo. Thus it becomes evident that the state has entered deliberately upon a system of normal schools for the training of teachers and doubtless the beneficial effects of this liberal policy will continue to be evident in a better trained and more efficient corps of teachers for the district and graded schools generally.

The State University, the founding of which was coincident with that of the state, is the crown and apex of the state's educational system. The Michigan boy or girl beginning in the kindergarten may pass through the primary, the grammar and the high school departments directly into the university. The organization and early development of the institution have been discussed elsewhere and it only remains here to make a brief allusion to its continued progress and prosperity. At the close of the civil war Dr. Erastus O. Haven was its president.

He continued to occupy that position for about five years, when he resigned to return to the pulpit, which was his first love. He was afterward made a bishop of the Methodist Episcopal church. His administration of the affairs of the university was successful. He was a man of broad culture and liberal views. He comprehended the aims of the institution and carried it forward on the lines which had been laid down by his predecessor. The departments of literature, science and the arts, of medicine and of law had been already established. The attendance of students had been somewhat diminished by reason of the war, but it now sprang forward with a rush. The year 1865 showed an enrollment in all departments of nine hundred and fifty-three, with eighteen instructors in the literary department, eleven in the medical and three in the law. Four of these gave instruction in more than one department, so that the actual number of persons employed as professors was twenty-eight. The number of diplomas granted in that year was two hundred and eighteen.

In the interval after the resignation of Dr. Haven, Dr. Henry S. Frieze was made acting president and served for upwards of a year and until the advent of Dr. James B. Angell in 1871. The latter came hither from the University of Vermont, of which he was president at the time of his election to the presidency at Ann Arbor. He was a native of Rhode Island and a graduate of Brown University, in which also he had for a time held a professorship. His varied experiences had led him into the field of journalism and he had successfully conducted the Providence Journal for a time. His career as president of the University of Michigan has been a long and notable one. Under his wise conduct the institution expanded beyond all anticipations until it became widely recognized throughout this and other

lands as one of the leading universities of the country. In the matter of attendance of students alone, before the close of the century, it was exceeded by no college in the west, and only by Harvard in the east.

One of the marked departures from the policy of the classical schools which preceded it was when in 1870 it admitted women on an equality with men to all its classes. This step was taken under the administration of acting President Frieze and before the advent of Dr. Angell. It was a step which had been thoroughly considered, and though there was some hesitancy in view of its tremendous importance, it was boldly taken. No other institution of similar rank and standing had had the courage to depart from the time honored custom of refusing the admission of women to its classes. In this, as in many other things, Michigan was the leader. At first the women came timidly and in few numbers. But it was found that they were able to hold their own along side their brothers. There was no letting down in requirements or in the standard of scholarship. The experiment proved an unqualified success. It was merely a nine days' wonder and was then universally accepted as a matter-of-course. No evil results, either moral, intellectual or social, flowed from the radical departure from the policy of the older institutions. These soon showed a disposition to fall into line.

In 1900 there were three thousand, four hundred and forty-one students registered. There were two hundred and twenty-seven persons in its faculties. The number of graduates exceeded seventeen thousand, and they were found leading in all the professions, in public and educational affairs, and in every good word and work, not only in every state in the union and its outlying provinces, but in every quarter of the civilized world.

The Agricultural College was established near Lan-

sing in 1857. The general government made a grant of two hundred and forty thousand acres of public lands for its endowment. T. C. Abbott was its first president. As its name indicates, the college was intended to be a professional school for imparting instruction in the sciences upon which agriculture and the other practical arts of life depend. The course of study was modified, however, in the anticipation that the students would not take another course elsewhere. So it was expanded to include history, English literature, mental philosophy, and political economy. Such studies of a non-professional character, therefore, were introduced as would give the graduate the most complete command of his acquirements in social and civil life. Another characteristic of the scheme was the labor system. Each student was required to give three hours a day to manual labor upon the farm, or in connection with it, under the direction, and as far as practicable, under the eye of the professors of the college. Although some compensation was allowed for the work, the chief object was neither profit to the student nor to the college. It was conducted for the education of the student, upon the theory that the practical application of his studies to the farm, gardens, orchards, and stock, was most useful as a source of illustration and information.

The plan contemplated bestowing considerable attention to experiments in a variety of directions. It was felt that the individual farmer who depended upon the products of his labor for his profits could not afford to give much time or attention to experiments. At the same time it was realized that discoveries and inventions have produced results of vast importance to the world, and therefore deserve encouragement. So the agricultural farm has always been, in a sense, an experiment farm, in which respect it has been encouraged by the

aid of the general government. The college was greatly hampered in its early years by lack of funds. The land grant did not furnish ready money, since the lands could not be immediately sold to good advantage. So the state came to the relief of the institution by making annual appropriations which enabled it to carry on its work to advantage. It expanded year after year and increased in public favor, as it became apparent that the work it was doing was worth to the state all it had cost. In recent years women have been admitted to its classes. This added a new feature of popular interest, since the special instruction given was quite as useful to one sex as to the other. In 1900 the college had fifty instructors and six hundred and twenty-seven students. Diplomas had been granted to eight hundred and twenty-seven graduates.

There are a number of denominational colleges which occupy an important position in the educational history of the state. One of the oldest of these is Hillsdale College, founded in 1855. Its buildings were erected at a cost of fifty thousand dollars, and it was organized with a classical college course under the presidency of Dr. Edmund B. Fairfield, one of the best known of our early educators. It also had an English scientific course, a ladies' course, and preparatory classes. It had invested funds made up from gifts from interested friends. In 1900 it had twenty instructors, three hundred and eighty-nine students and had granted nine hundred and seventy-one diplomas.

Kalamazoo College was founded in 1855, with Dr. J. A. B. Stone as president. Its aim was to furnish a thorough college course upon the best models of the time. Two colleges were in reality organized—one for men and one for women, with Mrs. Stone in charge of the latter. They occupied separate buildings and

grounds and were designed to be distinct institutions, though managed by a single board of trustees. The college was hampered by lack of adequate funds and endowment, but it continued upon the same high plane of moral and intellectual breadth which characterized its founders. In 1900 it had a faculty of fourteen, with one hundred and sixty-two students. It had then granted two hundred and seventy-eight diplomas.

Olivet College was founded in 1859 and was taken under the patronage of the "Society for the promotion of collegiate and theological education in the West." This society, which represented the organized benevolence of the Congregational and Presbyterian churches of the East, was of great assistance in forwarding the financial interests of the institution. Rev. Nathan J. Morrison was made its first president. It gained large denominational support not only in Michigan but throughout the West and never lacked students. In 1900 it had a faculty of twenty-five instructors, with two hundred and fifty-four students. Five hundred diplomas had been conferred upon graduates.

Adrian College was founded in 1859 and was liberally supported by gifts and endowments. It acquired in the course of a few years upwards of two hundred thousand dollars worth of property, a considerable portion of which was productive. It never made any great stir in the educational world, but quietly held its own through all the passing years. It had thirteen instructors and one hundred and seventy students in 1900, and had graduated four hundred and eighty-nine.

Albion College was founded in 1861 upon an institution which had long been known and had enjoyed large patronage and prosperity as Albion Seminary. It had the extensive and numerous Methodist denomination of the state behind it. The earnest and enthusiastic mem-

bers of this denomination would not permit their own educational institution to languish, and so it grew in resources, in strength, and in patronage. In 1900 it had a faculty of twenty-five members, with four hundred and seventy-five students. It had issued nine hundred diplomas to graduates. Dr. Lewis R. Fisk was many years its president.

Hope College was contemplated from the establishment of the Dutch colony at Holland. The general synod of the Reformed Dutch churches of the West in 1843 made a strong report in favor of taking up as speedily as possible plans for colleges and seminaries in the West. So it was brought forward at each yearly meeting and duly considered. But it was not until 1851 that the way seemed clear to open an academy and then Elder Walter T. Taylor, who had conducted a flourishing institution at Geneva, New York, came on and took charge of a school, the funds for which had been provided by the generosity of friends. Dr. Van Raalte had donated five acres of ground and upon this a building had been erected. Rev. John Van Vleck succeeded to the charge of the school in 1855 and continued in charge for four years. It steadily grew and flourished. In 1863 the legislature passed an act confirming the title of the general synod to the Holland Academy property and in 1866 it was organized as a college, endowments having been provided to enable it to carry on systematic college work. Women were admitted in 1878. The institution had fourteen professors and one hundred and sixty-two students in 1900, and had graduated two hundred and twenty-five.

Detroit College was organized in 1881. It was established by wealthy Roman Catholics of the diocese of Detroit, who erected for it spacious and handsome buildings. It is in charge of the Jesuit order of the

church, which devotes itself to education. In 1900 it had fifteen professors and two hundred and twenty students. It had then granted one hundred and fifty-one diplomas.

Alma College was founded in 1887 as a Presbyterian college. In 1900 it had a faculty of nineteen and an attendance of two hundred and seventy-one students. Fifty-six had been graduated.

Battle Creek College was established in 1874 by the Seventh Day Adventist denomination. It had twenty-five instructors and three hundred students in 1900. As it only trains for christian workers, no classes have ever been graduated.

All the foregoing denominational colleges are organized under the general laws of the state passed in 1855. There are a number of other educational institutions incorporated under the same law, the oldest of which is the Academy of the Sacred Heart in Detroit, founded in 1850. In 1900 it had twelve instructors and sixty students. Detroit Seminary was founded in 1859 and in 1900 had thirteen instructors and one hundred and thirty-two students. It had granted two hundred and twenty-six diplomas. The Michigan Military Academy at Orchard Lake was founded by Colonel J. Sumner Rogers in 1877. It drew students from all parts of the North and West and attained great eminence as a military school. In 1900 it had fourteen instructors and one hundred and forty-one students. It had then granted three hundred and thirty diplomas. St. Mary's Academy at Monroe dates back many years as a seminary for young women. It was incorporated in 1890. Ten years later it had twenty in its faculty and two hundred and twenty-three students. The Detroit Home and Day School was founded by Prof. James D. Liggett in 1882, and after his death his daughter, Miss Ella Lig-

gett, became principal. In 1900 the faculty numbered twenty-nine, with three hundred and ten students and two hundred and nine graduates. Benzonia College was organized in 1888 and in 1900 had fifty students and seven instructors; Akeley Institute at Grand Haven, founded in 1889, had twenty-six students and eight instructors; Michigan Female College at Kalamazoo was established in 1855. In 1900 it had nine instructors and thirty-five students. Raisin Valley Seminary at Adrian was organized in 1850, and in 1900 it had five instructors and thirty-two students. Academy of the Sacred Heart at Grosse Pointe Farms, founded in 1889, had in 1900 twenty instructors and sixty students. Nazareth Academy at Kalamazoo, founded in 1897, had twelve instructors and thirty-seven students in 1900; St. Mary's school at Sault Ste Marie, founded in 1898, had two years later five instructors and three hundred and seventy-two pupils.

Beside these academies and seminaries there were several professional schools. Detroit College of Medicine was founded in 1885. In 1900 it had one hundred and one instructors, four hundred and seven students and twelve hundred graduates. Grand Rapids Medical College, founded in 1897, had twenty-seven instructors, fifty-seven students and had graduated twenty-nine; Saginaw Valley Medical College, founded in 1896, had twenty-six instructors, eighty-three students and had graduated sixty-nine in 1900. Detroit College of Law, founded in 1893, had in 1900 twenty instructors, one hundred and fifty-eight students and had graduated two hundred and forty-two.

There were, beside, a number of schools with normal and business courses. The oldest of these was the Benton Harbor College, founded in 1892, which had in 1900 fifteen instructors, three hundred and thirty-four

students; the Ferris Institute at Big Rapids, founded in 1894, had in 1900 eleven instructors, thirteen hundred and fifty students, and had graduated three hundred. The International Business College at Saginaw was established in 1896. Four years later it had six instructors and two hundred and forty-three students; Grand Rapids Business University, founded in 1897, had three instructors and one hundred and forty-six students; Lansing Business College had three instructors and ninety-five students; Fenton Normal and Commercial College had eleven instructors and eighty-eight students; Three Rivers Business Academy and Normal School had four instructors and ninety students. Other well known and successful institutions of the kind more recently established are Cleary's Business College at Ypsilanti; Bay City Business College; Detroit Business University; Michigan Business and Normal College at Battle Creek, etc.

APPENDIX

POPULATION OF THE SEVERAL COUNTIES OF MICHIGAN AS SHOWN BY THE UNITED STATES CENSUS RETURNS OF THE PAST FIFTY YEARS.

Counties	1850	1860	1870	1880	1890	1900
Alcona	.....	185	696	3,197	5,409	5,691
Alger (a)	.....	.....	.....	.....	1,238	5,868
Allegan	5,125	16,087	32,105	37,815	38,961	38,812
Alpena	.....	290	2,756	8,789	15,581	18,254
Antrim	.....	179	1,985	5,237	10,413	16,568
Arenac (b)	.....	.....	.....	.....	5,683	9,821
Baraga	.....	.....	.....	1,804	3,036	4,320
Barry	5,072	13,858	22,199	25,317	23,783	22,514
Bay	.....	3,164	15,900	38,081	56,412	62,378
Benzie	.....	.....	2,184	3,433	5,237	9,685
Berrien	11,417	22,378	35,104	36,785	41,285	49,165
Branch	12,472	20,981	26,226	27,941	26,791	27,811
Calhoun	19,162	29,564	36,569	38,452	43,501	49,315
Cass	10,907	17,721	21,094	22,009	20,953	20,876
Charlevoix (c)	.....	.....	1,724	5,115	9,686	13,956
Cheboygan	.....	517	2,196	6,524	11,986	15,516
Chippewa (d)	898	1,603	1,689	5,248	12,019	21,338
Clare	.....	.....	366	4,187	7,558	8,360
Clinton	5,102	13,916	22,845	28,100	26,509	25,136
Crawford	.....	.....	.....	1,159	2,962	2,943
Delta	.....	1,172	2,542	6,812	15,330	23,881
Dickinson (e)	.....	.....	.....	.....	.....	17,890
Eaton	7,058	16,476	25,171	31,225	32,094	31,668
Emmet	.....	1,149	1,211	6,639	8,756	15,931
Genesee	12,031	22,498	33,900	39,220	39,430	41,804
Gladwin	.....	.....	.....	1,127	4,208	6,564
Gogebic (f)	.....	.....	.....	.....	13,166	16,738
Gr'nd Traverse	.....	1,286	4,443	8,422	13,355	20,479
Gratiot	.....	4,042	11,810	21,936	28,668	29,889
Hillsdale	16,159	26,675	31,684	32,723	30,660	29,865
Houghton	708	9,234	13,879	22,473	35,389	66,063
Huron	210	3,165	9,049	20,089	28,545	34,162
Ingham	8,631	17,435	25,268	33,676	37,666	39,818
Ionia	7,597	16,682	27,681	33,872	32,801	34,329
Iosco	.....	175	3,163	6,873	15,224	10,246
Iron (g)	.....	.....	.....	.....	4,432	8,990
Isabella	.....	1,443	4,113	12,159	18,784	22,784
Jackson	19,431	26,671	36,047	42,031	45,031	48,222
Kalamazoo	13,179	24,646	32,054	34,342	39,273	44,310
Kalkaska	.....	.....	424	2,937	5,160	7,133
Kent	12,016	30,716	50,403	73,253	109,922	129,714
Keweenaw (h)	.....	.....	4,205	4,325	3,029	3,217
Lake	.....	.....	548	3,233	6,505	4,957
Lapeer	7,029	14,754	21,345	30,134	29,213	27,641
Leelanaw (j)	.....	2,158	4,576	6,253	7,944	10,556
Lenawee	26,372	38,112	45,595	48,343	48,448	48,406
Livingston	13,485	16,851	19,336	22,251	20,858	19,664

Luce	.....	.....	.....	.....	2,455	2,988
Mackinac (k)	3,598	1,938	1,716	2,902	7,830	7,703
Macomb	15,530	22,843	27,616	31,627	31,813	33,244
Manistee	.....	975	6,074	12,532	24,230	27,856
Manitou (l)...	.....	1,042	891	1,334	860	.....
Marqu'tte (m)	136	2,821	15,033	25,394	39,521	41,239
Mason	93	831	3,263	10,065	16,385	18,885
Mecosta	.....	970	5,642	13,973	19,697	20,693
Menominee .	.....	.....	1,791	11,987	33,639	27,046
Midland	65	787	3,285	6,893	10,657	14,439
Missaukee ...	.....	.....	130	1,553	5,048	9,308
Monroe	14,698	21,593	27,483	33,624	32,337	32,754
Montcalm ...	891	3,968	13,629	33,148	32,637	32,754
Montmorency	.....	.....	.....	.....	1,487	3,234
Muskegon ...	.....	3,947	14,894	26,586	40,013	37,036
Newaygo ...	510	2,760	7,294	14,688	20,476	17,673
Oakland	31,270	38,261	40,867	41,537	41,245	44,792
Oceana	300	1,816	7,222	11,699	15,698	16,644
Ogemaw	.....	.....	12	1,914	5,583	7,765
Ontonagon ..	389	4,568	2,845	2,565	3,756	6,197
Osceola	.....	27	2,093	10,777	14,630	17,859
Oscoda	.....	.....	70	467	1,904	1,468
Otsego	.....	.....	.....	1,974	4,272	6,175
Ottawa	5,587	13,215	26,651	33,126	35,358	39,667
Presque Isle ..	.....	26	355	3,113	4,687	8,821
Roscommon .	.....	.....	.....	1,459	2,033	1,787
Saginaw	2,609	12,693	39,097	59,095	82,273	81,222
St. Clair	10,420	26,604	36,661	46,197	52,105	55,228
St. Joseph ...	12,725	21,262	26,275	26,626	25,356	23,889
Sanilac	2,112	7,599	14,562	26,341	32,589	35,055
Schoolcraft ..	16	78	.....	1,575	5,818	7,889
Shiawassee ..	5,230	12,349	20,858	27,059	30,952	33,866
Tuscola	291	4,886	13,714	25,738	32,508	35,890
Van Buren ..	5,800	15,224	28,829	30,807	30,541	33,274
Washtenaw ..	28,567	35,686	41,434	41,848	42,210	47,761
Wayne	42,756	75,547	119,038	166,444	257,114	348,793
Wexford	.....	.....	650	6,815	11,278	16,845
Total 397,654		749,113	1,184,059	1,636,937	2,093,889	2,420,982

a Organized from part of Schoolcraft, 1885.
b Organized from part of Bay, 1883.
c Part annexed to Emmet, 1890; part of Manitou annexed, 1896.
d Part taken to form Luce, 1887.
e Organized from Iron, Marquette, Menominee, 1891.
f Organized from Ontonagon, 1887.
g Organized from Marquette and Menominee, 1885.
h Isle Royale annexed, 1897.
j Part of Manitou annexed, 1896.
k Mackinac and 21 unorganized counties reported together in 1850.
l Annexed to Charlevoix and Leelanaw, 1896.

m Gladwin, Marquette, Montmorency, Otsego, Roscommon, Schoolcraft reported together and credited to Marquette in 1870.

The reader will note that in the first half of the period covered above the agricultural counties increased in population very rapidly. In the last half they practically stood still, and in a few instances receded. The growth in the latter period was in the newer northern counties, especially those of the upper peninsula, where mining operations developed immensely. The increase was also great in the counties containing the larger cities in which manufacturing industries were growing. The decadence of lumbering operations was also felt in some sections.

POPULATION OF INCORPORATED CITIES IN MICHIGAN IN 1900, COMPARED WITH 1890.

Cities	1890	1900
Albion	3,763	4,519
Alpena	11,283	11,802
Ann Arbor	9,431	14,509
Battle Creek	13,197	18,563
Bay City	27,839	27,628
Belding	1,730	3,282
Benton Harbor	3,692	6,562
Bessemer	2,566	3,911
Big Rapids	5,303	4,686
Cadillac	4,461	5,997
Charlotte	3,867	4,09[illegible]
Cheboygan	6,235	6,4[illegible]9
Coldwater	5,247	6,2[illegible]6
Crystal Falls	.....	3,[illegible]31
Detroit	205,876	285,704
Dowagiac	2,806	4,151
Escanaba	6,808	9,549
Flint	9,803	13,103
Gladstone	1,337	3,380
Grand Haven	5,023	4,743
Grand Ledge	1,606	2,161
Grand Rapids	60,278	87,565
Greenville	3,056	3,381
Hastings	2,972	3,172
Hillsdale	3,915	4,151
Holland	3,945	7,790
Ionia	4,482	5,209
Iron Mountain	8,599	9,242
Ironwood	7,745	9,705
Ishpeming	11,197	13,255
Jackson	20,798	25,180
Kalamazoo	17,853	24,404
Lansing	13,102	16,485
Lapeer	2,753	3,297
Ludington	7,517	7,166
Manistee	12,812	14,260
Marine City	3,268	3,829
Marquette	9,093	10,058
Marshall	3,968	4,370
Mason	1,875	1,828
Menominee	10,630	12,818
Midland	2,277	2,363
Monroe	5,258	5,043
Mt. Clemens	4,748	6,576
Mt. Pleasant	2,701	3,662
Muskegon	22,702	20,818
Negaunee	6,078	6,935
Niles	4,197	4,287

Norway	.....	4,170
Owosso	6,564	8,696
Petoskey	2,872	5,285
Pontiac	6,200	9,769
Port Huron	13,543	19,158
Saginaw	46,322	42,345
St. Clair	2,353	2,543
St. Ignace	2,704	2,271
St. Joseph	3,733	5,155
St. Louis	2,246	1,989
Sault Ste Marie	5,760	10,538
Stanton	1,352	1,234
Sturgis	2,489	2,465
Tawas	1,514	1,228
Traverse City	4,833	9,407
West Bay City	12,981	13,119
Wyandotte	3,817	5,183
Ypsilanti	6,129	7,378

The urban population in 1900 exceeded thirty-seven and three-tenths per cent. of the total population. The increase in the urban population in the decade was a little over twenty-seven per cent., as against an increase in the whole state of about fifteen per cent.

Benevolent Institutions of the State

The total cost of maintenance of all was $1,165,243. Of this sum the cost of public institutions was $383,275; private, $516,131; ecclesiastical, $265,837.

The number of orphanages and children's homes was 23, of which one is public and 11 each private and ecclesiastical. The number of inmates was 1,479, of which 728 were males and 751 females. The total cost of maintenance, $495,480.

Of hospitals and asylums there were 59, of which 6 were public, 40 private and 13 ecclesiastical. The number of patients admitted during year, 21,784; cost of maintenance, $624,343.

The number of permanent homes, 20, of which one is public, 11 private and 8 ecclesiastical; inmates, 1,705, of which 1,135 are men; 507 women; 63 children. Total cost of maintenance, $197,760.

Temporary homes, 6, of which 3 each are private and ecclesiastical. These have 756 inmates; 225 men, 374 women and 157 children; cost of maintenance, $70,692.

Schools and homes for deaf and blind, 3 institutions, one ecclesiastical and two public. These had 537 inmates, 293 male and 244 female; cost of maintenance, $124,285.

In expenditure for schools and homes for deaf and blind Michigan ranks sixth among the states.

Religious Statistics Gleaned from the Eleventh Census.

Denominations.	No. Communicants.	No. Organizations.
Roman Catholic	222,261	406
Methodist	101,951	1,578
Lutherans	62,897	380
Baptist	39,580	523
Presbyterian	25,931	252
Congregational	24,582	331
Protestant Episcopal	18,136	191
All others	74,166	1,137
Total	569,505	4,798

Denominations.	No. Church Edifices.	Value.
Roman Catholic	360	$3,671,350
Methodist	1,198	4,144,427
Lutherans	307	1,109,058
Baptist	466	2,135,694
Presbyterian	243	2,242,236
Congregational	299	1,533,055
Protestant Episcopal	177	1,653,651
All others	651	2,193,500
Total	3,701	$18,682,971

INDEX

Abbott, Edward, I, 326, 327.
Abbott and Finchley, I, 325.
Abbott, Robert, II, 321; III, 169.
Abbott, T. C., IV, 338.
Abercrombie, James, I, 227, 231-234.
Academy of the Sacred Heart, Detroit, IV, 342.
Academy of the Sacred Heart, Groose Pointe Farms, IV, 343.
Acker, S. J., IV, 199.
Adams, Charles Francis, III, 368.
Adams, George A., III, 303.
Adams, James Q., III, 38.
Adams, John, II, 36-37, 39-40.
Adams, John J., II, 321; III, 151, 195, 222, 271, 313.
Adams, John Quincy, II, 305, 323, 358.
Adrain, II, 371.
Adrain College, III, 412; IV, 340.
Agricultural College, establishment of, III, 250-251; military department established, 466; opposition to, IV, 48-49, 101, 337-339.
Agricultural Implements, Manufacture of, IV, 281.
Agriculture, II, 371-372; IV, 273-276.
Akeley Institute, IV, 343.
Albany, N. Y., I, 137, 207, 217, 219, 221-222, 295, 325; II, 212.
Albany Congress, I, 213.
Albion College, III, 412; IV, 340.
Alexandria, Va., I, 213.
Alger, Russell A., IV, 155, sketch of, 156-157, 165, 167, 197, 240.
Allegan, III, 114.
Allen, Colonel, American officer, II, 217, 220.
Allen, William, II, 318.
Allouez, Claude, I, 48, 50-52, 77, 119.
Alma College, IV, 342.
American Fur Company, I, 127, 356.
Amherst, Lord Jeffrey, I, 227, 235-238, 242, 245, 250, 256, 259.
Amherstburgh, Canada, II, 187-188, 228; III, 173.
Ancrum, Major, British Commander at Detroit, I, 344.
Anderson, Robert C., III, 439.
Angell, James B., IV, 166, 197, 336-337.
Angell, Mrs. Sarah Caswell, IV, 192
Ann Arbor, III, 291, incorporated as city, 351.
Ann Arbor Female Seminary, III, 275.
Anneke, Emil, IV, 43.
Aplin, Henry H., IV, 168.
Appleton, Tom S., IV, 101.
Ariel, schooner, II, 232.
Arion Quartette, IV, 166.
Arkansas River, I, 53.
Armstrong, John, II, 92.
Armstrong, John, Secretary of War, II, 244.
Army of the Northwest, II, 175, 211, 214, 216.
Arnold, J., IV, 259.
Ashburton Treaty, III, 178.
Ashmun, George, III, 423.
Asiatic Cholera, II, 341-346.
Askin, John, I, 344, 358; II, 127, 156, 207.
Astor, John Jacob, I, 356.
Atkinson, General, Officer Black Hawk War, II, 341.
Atwater, Reuben, II, 181; III, 167.
Aubert, Thomas, I, 35.
Audrain, Peter, II, 129-130, 152.
Audubon's Ornithology, III, 238.
Auglaize River, II, 94, 105, 108, 157, 215.
Australian Ballot, IV, 183.
Aux Canards River, II, 188-190, 192, 212.

Baby, Duperon, I, 250, 280, 327.
Bacon, Marshall J., II, 320, 361; III, 98.
Bad Axe, IV, 85.
Bad River, IV, 112.
Bagley, John J., IV, 90, 94, 100-102, sketch of, 103-105, 106, 108-110, 232, 283.
Bagley, Mrs. John J., IV, 192.
Baker, F. A., IV, 137.
Baker, Henry B., IV, 106.
Balch, N. A., III, 293.
Baldwin, Henry P., III, 382; IV, 56, sketch of, 61-63, 66-69, 81, 89-91, 94, 100, 109.
Ball, Byron D., IV, 106.
Bancroft, George, II, 79.
Banks, incorporation of, III, 64, location of, 76 general banking act suspended, 147, held unconstitutional, 189, 262.
Banks, Nathaniel P., III, 397.
Barber, Julius S., IV, 68.
Barbour, George H., IV, 192.
Barbour, John M., III, 85.
Barbour, Levi L., IV, 166.
Barclay, Robert H., II, 231-233.
Barmes, Orlando M., IV, 134.
Barry, John S., II, 320; III, 58, 141, 162, 194-195, 221-222, 229, 232, 259-261, 270, 274, 276, 347-348, 353, 385, 413; IV, 94.
Barstow, Emanuel, III, 378.
Barstow, Samuel, III, 246.
Bartlett, James W., IV, 166.
Bascom, D. P., IV, 199.
Basden, Colonel, British officer, III, 174.
Bates, Edward, III, 425.
Bates, Frederick, II, 145, 152, 347-348; III, 96-97, 425.
Bates, George C., III, 173-174.
Bates, Morgan, IV, 61.
Battle Creek, incorporated as a village, III, 348, incorporated as a city, 411.
Battle Creek College, IV, 342.
Battle for Statehood, II, 317-329, 353-365.

"Battle of Fighting Island," III, 174-175.
Battle of Windsor, III, 177.
Baxter, W. J., IV, 65.
Bay City, IV, 287.
Bay City Business College, IV, 344.
Bayard, Richard H., II, 364.
Beal, Rice A., IV, 136.
Beaman, Fernando C., III, 378, 382, 384.
Beardsley, Samuel, II, 354.
Beaubien, Charles, I, 327.
Beauharnois, Charles, Marquis de., I, 171, 173, 193.
Beaver, ship, I, 270.
Beaver Islands, III, 296, names of, 299, 302, 310.
Becherini, Father, IV, 265.
Bedford, Thomas, III, 307.
Beebee, Silas, III, 102, 182.
Beet sugar, state bounty, IV, 235.
Begole, Josiah W., IV, 151-152, sketch of, 153, 155-156, 179, 197.
Belden, Eugene H., IV, 180, 191.
Belestre, Francois de, I, 171.
Bell, Digby V., III, 209, 280.
Bell, John, III, 426.
Belle, Isle, IV, 139.
Bellemont, Richard Coote, Earl of, I, 133.
Bellisle, Henry, I, 192.
Belmont, August, III, 333.
Benjamin, Judah P., IV, 118.
Benton Harbor College, IV, 343.
Benton, Thomas H., II, 305, 328-329, 353-358.
Benzonia College, IV, 343.
Beranger, Jean Baptiste Henry, I, 176.
Berrien, J. M., II, 371.
Berry, John G., IV, 215.
Bessinger, Conrad, IV, 256.
Bickerstaff, S. N., IV, 250-251.
Biddle, John, II, 258, 272-273, sketch of, 274, 275, 313, 320; III, 49, 58, 62, 162-163, 183, 222.
Bienville, Jean Baptiste Moyne, I, 174.
Bingham, Kinsley S., III, 141-142, 151, 163, 222, 233-234, 261, 307, 378-379, 382, 384-386, 389, 397, 427; IV, 117.
Birney, James, IV, 31, 100.
Bissell, John H., IV, 166.
Black Hawk, II, 341-343.
Black Hawk War, II, 340-344; III, 178.
Black, Jeremiah S., III, 428-430.
Black Lake, IV, 79.
Black River, I, 63, 347; III, 283.
Blackburn, Thomas, negro refugee, II, 347.
Blacker, Robert R., IV, 187.
Bladensburg, Va., I, 214.
Blair, Austin, III, 382-384, 390, 423-425, 427, 431, 435-437, 440, 444-445, 464-467; IV, 43, 56, 94, 105-106, 175.
Blanca, Count Florida, II, 37, 40.
Blaney, David, II, 118.
Bliss, Aaron T., IV, 251, sketch of, 252.
Bloeden, Edward, IV, 166.
Bloody Run, I, 277, 287.
Blount, William, II, 79.
Board of Regents, III, 237-239, 250, report, 272-273.
Board of State Education, III, 246.
Bois Blance Island, I, 194, 349; II, 180, 188.
Boone, Daniel, I, 328.
Boonesborough, Ky., I, 328.
Boots and Shoes, manufacture of, IV, 284.
Boston, Mass., I, 201-204; II, 89-90.
Boulamarque, Chevalier de, I, 221.
Boundary Disputes with Ohio, II, 285-289, 293-312.
Bouquet, Henry, I, 229, 231, 289.
Bourgmont, Sieur de., I, 167.
Boyd, John Parker, II, 166, 176.
Boyden, W. E., IV, 199.
Boynton, Charles L., IV, 242.
Braasted, Frederic, IV, 179.
Braddock, Edward, I, 213-216, 219-220, 222, 229, 264, 290.
Bradley, Edward, III, 188, 194.
Bradstreet, John, I, 231, 289-290, 296.
Brady, Guards, III, 174, 200.
Brady, Hugh, III, 174.
Brady, Samuel P., IV, 102, 201.
Brant, Joseph, Indian Chief, I, 335; II, 88, 94, 99, 102, 108, 343.
Breboeuf, Jean de, I, 40, 74.
Breckenridge, John C., III, 402, 426-427; IV, 121.
Brewer, Mark S., IV, 99, 218.
Briggs, Daniel B., IV, 106.
Brigham, C. H., IV, 106.
Britain, Calvin, III, 353.
Brock, Sir Isaac, II, 180, 194, 201-206, 211-213.
Brooks, Edward, II, 341.
Brooks, John, I, 345.
Brooks, J. W., III, 132, 320.
Brooks, T. B., IV, 65.
Brown County, II, 271.
Brown, Henry B., IV, 188.
Brown, John, III, 400-402, 419; IV, 120.
Brown, John T., III, 204.
Brown, Joseph W., III, 204.
Brown, Lieutenant, killed at Bloody Run, I, 286.
Brownstone, II, 155, treaty of, 156-157, 163, council of, 177, treaty of, 246-247, 272.
Brush, Captain, American officer, II, 193, 195, 200, 208.
Bryan, William J., III, 385; IV, 230.
Buchanan, James, II, 305, 353, 356, 358, 363; III, 313, 359, 386, 397, 402, 429-431.
Buel, Alexander W., III, 141, 233, 315.
Buell, Don Carlos, III, 454.
Buffalo, N. Y., II, 267-268, 344; III, 109, 285.
Burdick, Justen, III, 85.

Burgoyne, John, II, 36.
Burlington Bay, I, 59.
Burns, Robert, I, 330.
Burrows, Julius C., IV, 217.
Burrows, Mrs. Julius C., IV, 192.
Burt, John, III, 132.
Burt, Wellington, IV, 168, 191.
Burt, William A., III, 131-132, 274, 330.
Burton, Clarence M., II, 333.
Bush, Charles P., III, 279, 343.
Butler, Benjamin F., General, III, 452.
Butler, Benjamin F., of New York, II, 306.
Butler, Edward H., IV, 151, 157.
Butler, Richard, II, 101.
Buttars, Archibald, IV, 157.
Butterfield, Roger W., IV, 221.

Cabot, John, I, 35.
Cabot, Sebastian, I, 35.
Cadillac, Antoine, I, 138, 165.
Cadillac, Antoine de la Morthe, I, 67, 77-79, 81, sketch of, 131-133, 134-146, 149, 152, 156-160, 165, 167-172, 181-182, 184, 192, 206, 313, 318; II, 85, 149.
Cadillac, Madame, I, 131, 138-139, 146, 160-161, 172.
Cadillac, Marie Therese, I, 144.
Cadotte, French Commander at Sault Ste. Marie, I, 121-122.
Cahokia, Ill., I, 226; II, 37, 86.
Caldwell, James, I, 121.
Caledonia, brig, II, 232.
Calhoun, John C., II, 169, 305, 354, 356-357, 363; III, 51, 328.
California, Admission of, III, 349, 359, 362, 364.
California, Gulf of, I, 53, 59.
Calliere, Chevallier de, I, 139-140.
Cameron, Simon, III, 425, 444; IV, 118, 120.
Campau, French, resident, I, 286.
Campaus, I, 192.
Campbell, James V., II, 332; III, 62, 93, 130, 249, 260; IV, 101, 166, 170.
Campbell, Major, I, 247, 251, 256-257, 273, 278-279, 281, 284-285; II, 107-108.
Campbell, Milo D., IV, 246.
Capital punishment abolished, III, 289.
Capital, removal of, III, 290-295, names proposed, 294-295.
Captain Bird's Expedition, I, 331-332.
Captain Sloan's Cincinnati Light Dragoons, II, 176.
Carleton, Sir Guy, I, 297, 299, 307, 326, 347, 358-360; II, 119.
Carp River, III, 331.
Carpenter, G. B., IV, 106.
Carrington, Edward, II, 78-79.
Carteret, George, I, 201.
Cartier, Jacques, I, 37, 92, 98, 105.
Carver, Jonathan, III, 327.
Case, Daniel L., III, 399.
Cass, Lewis I, 92; II, 87, 114, 175, 177, 190-191, 203, 208, 212, 235, 244-248, 266, 268-269, administration, 279, 290, 293, 296, 299, 323, 327-330; III, 131, 170, 193, 204, 229, 231, 233, 268, 328, 361-366, 369, 374, 377-378, 386, 394, 402, 408, 429, 431; IV, 113, 118, 121, 160.
Cass, Jr., Lewis, II, 204.
Casson, Dollier de, I, 59-60.
Cassopolis, IV, 166.
Castell, Sarrazin, I, 145.
Celoron, Jean Baptiste, I, 74.
Celoron, Pierre, Sieur de Blainville, I, 174-176, 348.
Center Harbor, IV, 81.
Central State Normal School, IV, 335.
Cessation of territory by different states, II, 50-54.
Chacornacle, Lieutenant, officer under Cadillac, I, 135.
Chamberlain, Henry, IV, 106, 165.
Champigny, Minster of Justice, I, 140, extract from letter, 154.
Champlain, Samuel, I, 38, 40, 45-47, 61, 98, 110-113.
Champlin, John W., IV, 152.
Chandler, Zachariah, III, 231, 234, 369-370, 378, 382, 384, 386, 402, 427; IV, 109, sketch of, 113-125.
Chapman, Leander, III, 317.
Chapoton, French resident, I, 278.
Chapoton, Alexander, IV, 90.
Chapoton, Jean, I, 192.
Charles II, King of England, I, 201-202.
Charleston, IV, 85.
Charlevoix, Pierre Francois Xavier de, I, 125, 169; III, 327.
Chase, Salmon P., III, 376, 425.
Chase, Samuel, II, 65.
Chase, Supply, III, 175.
Chatham, Canada, II, 235.
Chauvin, Pierre, I, 110.
Chemical laboratories, IV, 284-285.
Chene, Isidore, I, 296, 327-328, 332.
Chenes, I, 192.
Chequamagon Bay, I, 50
Chicago, Ill., II, 269, 341; III, 109, 121, 285, 300, 308.
Chicago and Northwestern Railroad, III, 286.
Chicago Fire, IV, 77-81.
Chicago River, I, 54.
Chicago, Treaty of, I, 247-248.
Chickasaws, I, 175.
Childs, George William, IV, 201.
Chillicothe, Ohio, II, 139.
Chipman, Henry, II, 347-348.
Chipman, J. Logan, IV, 166.
Chipman, John S., III, 232.
Chippewa, ship, II, 134.
Chippewa Portage Company, incorporated, III, 296.
Chippewas, I, 41-42, 126-127, 342-344; II, 49, 88, 99, 114, 156-157, 161, 191, 243, 245-247; III, 268, 351, 355.

Choate, Rufus, III, 333.
Chouart, Medard, Sieur de Groseillers, I, 199-204.
Christiancy Isaac P., III, 369, 379, 381-382, 384; IV, 116, 124.
Chubb, Henry S., IV, 132.
Church, Thomas B., III, 188, 337; IV, 99.
Cicottes, I, 192.
Cigars, manufacture of, IV, 284.
Cincinnati, Ohio, II, 228.
Circuit Courts, III, 63, jurisdiction of, 319, reorganized, 410.
Clapp, Leverett A., IV, 106.
Clark, Abraham, II, 79.
Clark, Arthur M., IV, 152.
Clark, Davis, III, 322.
Clark, George, IV, 108.
Clark, George Rogers, I, 326-331, 334; II, 37-38, 86, 150.
Clark, Samuel, III, 433, 274.
Clarke, Hovey K., III, 378-379, 384.
Clay, for manufacturing bricks, etc., IV, 304.
Clay, Green, II, 229-230, 265.
Clay, Henry, II, 305, 328, 356-357; III, 230-231.
Clayton, John M., II, 305, 318, 329, 356.
Cleary's Business College, IV, 344.
Clemelli, Madame, IV, 166.
Clemens, Christian, I, 345.
Cleveland, Ohio, II, 179, 211.
Cleveland Bay Horse Company, IV, 199.
Cleveland, Grover, IV, 152, 183-184, 217.
Clinton and Adrain Railroad Company, III, 118.
Clinton and Kalamazoo Canal, III, 112, 121, 147, 223, 266, 284.
Clinton County, II, 158.
Clinton River, I, 253, 345; II, 155, 267; III, 112.
Coal mining, IV, 297-299.
Cobb, Howell, III, 402, 429-430.
Cobb, Stephen S., IV, 107.
Cochrane, Lyman, IV, 70.
Cochrane, Varnum B., IV, 151.
Cocker, William J., IV, 236.
Coe, George A., III, 317, 384, 407.
Coe, Israel, III, 331.
Coldwater, incorporated as a city, III, 437.
Collier, Victory P., IV, 61, 100, 106.
Company of the Colony of Canada, I, 134, 137, 144.
Company of the Hundred Associates, I, 103, 114.
Company of the West Indies, I, 114.
Comstock, Charles C., IV, 61.
Comstock, Oliver C., III, 195, 221, 232, 245, 317, 366.
Conant, Harry A., IV, 151, 157.
Conely, Edwin F., IV, 218.
Conger, James L., III, 122, 233.
Conger, Omar D., IV, 30, 109, 169, 390.
Connor, Richard, I, 343-345.
Connor's Creek, I, 315, 319.
Constitution of 1835, III, 33, 43-59. Voted to revise, 318.
Constitution of 1850, important changes, III, 338-342.
Constitutional Commission of 1873, III, 343.
Constitutional Convention, held at Detroit, II, 319-320; III, 33, 44, 62.
Constitutional Convention of 1850, III, 337-344.
Contencinau, Jean, I, 325.
Convention of Assent, II, 359-361, counties represented, 374-375; III, 73.
Cook, Peter M., IV, 188.
Cooley, Thomas M., II, 79, extracts from Michigan, 285-286; III, 97, 104, 171, 249, 260; IV, 55, 133, 152-153, 166, 407.
Cooper, George B., III, 280, 313.
Cooper, James A., IV, 191.
Cooper, Peter, IV, 131.
Copper mining, IV, 291-293.
Corning, Erastus, III, 132.
Cornwallis, Charles, Earl of, I, 331; II, 39-40, 75.
Corwin, Thomas, II, 323, 354.
Cotare, Jean Baptiste, II, 276.
Counties represented in First State Legislature, III, 57.
Counties represented in Fifth Legislature, III, 209.
Court of Chancery, III, 63, 94-95.
Cousin, Victor, III, 81.
Crapo, Henry H., III, 466; IV, 29, sketch of, 43-45, 48-56.
Crary, Isaac E., II, 320, 322-323, 354, 365; III, 31-32, 51, 171, 188, 228, 246, 268, 337.
Crawford County, II, 271, 275.
Crawford, E. R., IV, 199.
Crawford, William H., II, 294.
Crisp, Charles F., IV, 281.
Crittenden, John J., II, 329, 356-357.
Croghan, George, I, 288; II, 237-238.
Crosby, Moreau S., IV, 140, 151.
Crosswhite, Adam, negro refugee, III, 365.
Croswell, Charles M., III, 384; IV, 29-30, 90, 94, sketch of, 133-134, 232.
Crouch tragedy, IV, 142-145.
Crown Point, N. Y., I, 175, 212-214, 218-221, 233, 235, 238.
Cruzat, Don Francisco, I, 333.
Cunningham, Walter, III, 332.
Cushing, Caleb, III, 333.
Custer, George A., III, 452.
Cutcheon, Miss Anna M., IV, 192.
Cutcheon, Sullivan M., IV, 132.
Cutler, Manasseh, II, 99, 92, 125.
Cutting, Fulton, III, 296, 333.
Cuyahoga River, II, 94, 113, 161.
Cuyahoga, schooner, II, 178-182.

Dablon, Claude, I, 77, 119.
Dabrowski, Joseph, IV, 267-268.

D'Aigremont tour of inspection, I, 182-184.
Dakin, Milo H., IV, 171.
Dana, Judah, II, 363.
Dane, Nathan, II, 77-79.
Daneau, Jacques Pierre, Sieur de Moy, I, 176.
Daniel, Jesuit Missionary, I, 74.
D'Aranda, Count, Spanish Ambassador at Paris, II, 40, 43.
Darby, William, author of "Darby's Tour," II, 255-258.
Davers, Sir Robert, I, 277.
D'Aice, Louis Armand de Lorme, Baron Lahontan, I, 66-67, 99, 124.
Davies, Thomas F., IV, 176.
Davis, George R., IV, 194, 197.
Davis, Jefferson, II, 342-343; III, 419, 430, 459; IV, 118, 125.
Davost, Jesuit Missionary, I, 74.
Dawson, George, III, 188.
Dayton, Ohio, II, 176.
Dayton, William L., III, 396.
Dean, Edward C., IV, 319.
Dearborn Arsenal, jurisdiction ceded, III, 275.
Dearborn, Henry, II, 193, 212-213.
Death losses in Civil War, IV, 460-461.
De Bellestre, Captain, French commander at Detroit, I, 250-251.
De Carheil, Jesuit Missionary, I, 77, 79.
Declaration of Independence, I, 298.
Definitive Treaty of Peace, II, 33, 40, 43, 63, 87.
Dejean, Philip, I, 299, 325-326, 329-330, 348.
De Joncaire, Charles Chabert, I, 332; II, 129-130.
Delawares, II, 49, 88, 99, 161, 165, 167, 245-246.
De Ligueris, French Commander at Detroit, I, 229-231.
Deniau, Cherubin, recollect missionary, I, 81, 144.
Denison, Charles H., IV, 99.
Denny, Major, II, 192, 195, 202.
Denonville, Marquis de, 66, 153, 203-204, 207.
De Noue, Jesuit Missionary, I, 74.
De Noyua, French commander at Oswego, I, 232.
De Peyster, Arent Schuyler, I, 326, 328, 330, 332, 334-335, 342, 344, 348.
Dequindre, Antoine, III, 228.
Deschamps, Louis Henry, Sieur de Boishebert, I, 172-173, 176.
Detroit, I, 61, 67, 81, 122, 125, 131, 133-135, 138-146, 149, 152-153, 155, 157-161, 165, 167, 171-177, 181-184, 186, 188, 192-195, 215-216, 221, 229-230, 237, 239, 245-247, 249-251, 256-258, 263, 265, 267-270, 282-284, 288-290, 296, 299-300, 304-305, 311, 317-318, 320-321, 325-326, 328-332, 335, 340-345, 347, 350, 354, 357-360; II, 49, 85-87, 92, 103-108, 114, 118, 120-121, 127-133, 150-157, 161-162, 174, 177, 179-181, 186-189, 192, 201, 203-207, 211-217, 220-222, 227-228, 234-235, 237, 239, 244-245, 255, 260, 265-273, 300, 324-325, 333, 337-338, 341, 344-346, 370; III, 109, 110, 121, 173-176, 188, 291, 407; IV, 81-83, 89, 91, 94, 110, 113, 139, 166, 255, 257, 286.
Detroit and Howell Railroad, III, 286.
Detroit and Maumee Railroad, III, 117.
Detroit and Milwaukee Railroad, III, 286.
Detroit and Pontiac Railroad, II, 371; III, 117, 286.
Detroit and St. Joseph Railroad, II, 370; III, 112.
Detroit, Bank of, II, 153; III, 96-97.
Detroit Business University, IV, 344.
Detroit City Guards, II, 341-342.
Detroit College, IV, 341.
Detroit College of Law, IV, 343.
Detroit College of Medicine, IV, 343.
Detroit Gazette, first newspaper, II, 267.
Detroit Historical Society, III, 175.
Detroit Home and Day School, IV, 342.
Detroit Museum, IV, 160.
Detroit River, I, 61, 65, 193-194, 247-248, 250, 253, 282, 318, 355; II, 102, 157, 161-162, 178, 180, 188, 193, 196, 232, 234, 260.
Detroit Seminary, IV, 342.
Detroit, Strait of, I, 40, 60, 63.
Dewitt, Thomas, IV, 259.
Dexter, Samuel, II, 125.
Dibble L. D., IV, 99.
D'Iberville, Le Moyne, I, 204-205.
Dickie, Samuel, IV, 167.
Dickinson, Don M., IV, 217.
Diekema, Garrett, IV, 218.
Dieskau, L. A., von, I, 175, 218-219.
Dinwiddie, Robert, I, 216.
District election system, IV, 183-184.
Divorce, laws regulating, III, 350.
Dix, Roscoe D., IV, 168, 230.
Dixon, Archibald, III, 275.
Dodemead, John, I, 358.
Dodge, Augustus C, III, 375.
Dongan, Thomas, I, 207.
Donovan, John, IV, 221.
Doolittle, James R., IV, 121.
Doty, James Duane, II, 311; III, 34.
Douglas, Silas H., IV, 134-136.
Douglas, Stephen A., III, 375, 377, 419-422, 425-427, 439; IV, 118.
Douglass, Christopher C., III, 185, 332.
Douglass, Frederick, IV, 197.
Douglass Houghton Company, III, 331.
Douglass, Samuel T., III, 330.

Draper, William, II, 359.
Drouillard, Joseph, I, 327.
Du Buisson, Sieur, I, 144, 158-159, 166, 168-169, 185, 188-190.
Duchesnau, extract from letter, I, 154.
Dudley, Colonel, American officer, II, 229-230.
Duer, William, II, 125.
Duffield, D. Bethune, III, 378; IV, 166.
Duffield, Henry M., II, 108, 114; IV, 230.
Dugue, Lieutenant, officer under Cadillac, I, 135.
Du Lhut or Duluth, Daniel Greysolon, I, 65, 171, 207.
Dunmore, ship, II, 134.
Dustan, Thomas B., IV, 230.
Dutch immigration, IV, 258-262.

Eaglet, ship, I, 202.
Early, Jubal A., III, 454.
East Saginaw, incorporated as a village, III, 392, as a city, 411.
East Saginaw Salt Manufacturing Company, III, 414.
Eaton, George, IV, 319.
Ecorces River, I, 268; II, 193-194.
Edmonds, Charles A., IV, 61, impeachment of, 69-73.
Edmunds, James M., III, 313, 337.
Edson, Thomas A., IV, 140.
Eel River Indians, II, 99, 165.
Eldridge, Robert P., III, 195.
Ellery, William, II, 76.
Elliott, Colonel, British Indian officer, II, 102, 104, 109, 119, 188, 214.
Elm Creek, IV, 81.
Ellis, Adolphus A., IV, 179, 215.
Elsquatawa, The Prophet, II, 156, 163-168, 230, 236; III, 187.
Ely, Ralph, IV, 106, 133.
Emmons, H. H., III, 366.
England, Richard, I, 360; II, 120, 133, 134.
Episcopalians, II, 374.
Erie and Kalamazoo Railroad, II, 371; III, 113, 117, 223, 283, 285.
Erie, Battle of Lake, II, 227, 234-237.
Erie Canal, opening of, II, 268, 337; III, 75, 109-110.
Erie, Lake, I, 60-63, 105, 182, 239, 247, 250, 282, 353; II, 89, 94, 113, 121, 157, 161, 180, 186, 216-217, 227, 231, 266, 268, 272, 337.
Essay, first periodical, II, 267-268, 272.
Estabrook, Joseph, III, 243; IV, 168, 335.
Etherington, Major, British commander at Michilimackinac, I, 125.
Eustis, William, II, 173, 177, 214, 216.
Evarts, William M., III, 425.
Everett, Edward, III, 426.
Everett, Philo M., III, 331-332.
"Every Wednesday Night," IV, 71.
Ewing, John W., IV, 215.
Ewing, Thomas, II, 284, 296, 305, 317-319, 328-329, 353, 356-357, 363-364.

Fairbanks, Joseph P., III, 132.
Fairfield, Edmund B., III, 384, sketch of, 399, 410; IV, 339.
Fall, Dela, IV, 252.
Fallen Timbers, Battle of, II, 99, 108-109, 113.
Farmer's Alliance, IV, 180.
Farnsworth, Elon, III, 94-95, 163, 209, 331.
Farr, George A., IV, 221.
Farrand, Bethuel, III, 146.
Father of Waters, 53.
Fayram, Amos, IV, 138.
Felch, Alpheus, III, 77, 94, 101, 103-104, 131, 141, 169, 195, 198, 232-233, 279, sketch of, 288, 294, 362, 370, 397; IV, 94, 166.
Felicity, sloop, II, 134.
Fenn, A. H., IV, 99.
Fenton Normal and Commercial College, IV, 344.
Fenton, William M., III, 246, 313, 317, 347, 352; IV, 43.
Ferris, Alonzo, III, 294.
Ferris Institute, IV, 344.
Ferry, Thomas W., III, 382, 423-424; IV, 153-154, 197.
Ferry, William M., IV, 105-106.
Fessenden, William Pitt, IV, 118, 120.
Few, William, II, 79.
Field, Moses W., IV, 152, 176.
Fifteenth U. S. Infantry, Michigan Companies in, III, 202, officers of, 202, services, 203.
Filley, Amos, III, 322-323.
Fillmore, Millard, III, 131, 365.
Financial Disturbances of 1893, IV, 209-214.
Findlay, James, II, 175-176, 193, 205.
Finnish population, IV, 262-263.
First Protestant Society, II, 374.
First Regiment Michigan Infantry, 3 months, III, 441.
First Michigan Volunteers, Mexican War, officers of, III, 200-201, services, 201-202.
Fish Commission, created, IV, 108.
Fish, Henry, IV, 61, 106.
Fisher, Spencer O., IV, 215.
Fisk, Lewis R., IV, 341.
Fitch, Abel F., III, 322-323.
Fitch, Ferris S., IV, 179.
Fitzgerald, Thomas, III, 100, 151, 163, 169, 209, 231.
Five Million Loan, III, 133, 138, 163, 167-168, 195, 213, 262-263, 266.
Five Nations, I, 205, 217, 233.
Fletcher Code, III, 148, 159, 196, 287.

Fletcher, Frank W., IV, 218.
Fletcher, William A., III, 79, 82, 93-94, 159, 261, 287.
Flint, incorporated as a city, III, 392.
Flint and Holly Railroad, III, 286.
Floyd, John B., III, 402, 419, 429-430.
Fond-du-lac, Treaty of, II, 280.
Foote, Dan P., IV, 99.
Foote, Henry S., III, 363.
Forbes, John, I, 227, 229 .
Forbes, John M., III, 132.
Ford, Corydon L., III, 248.
Forest Bay, IV, 82.
Forest fire contributions, IV, 82-83.
Forest growth, II, 373.
Forestville, IV, 81.
Foret, Francois de la, I, 158, sketch of, 165-166, 168-169.
Forsyth, John, III, 33-35, 40, 59.
Fort Brady, I, 120; III, 128-129.
Fort Chambly, I, 169, 173.
Fort Crevecouer, I, 64.
Fort Dearborn, II, 208.
Fort Defiance, II, 105, 215-216, 265.
Fort Detroit, II, 195, 203-204.
Fort Duquesne, I, 175, 177, 212-215, 221, 227, 232, 239, 264, 290.
Fort Findlay, II, 177, 179.
Fort Finney, Treaty of, II, 93.
Fort Frontenac, I, 62, 64, 131, 173, 213-214, 219-222, 231-232.
Fort Gratiot, I, 66, 347; II, 345; III, 173-174, 283.
Fort Hamilton, II, 101.
Fort Harmer, I, 355; treaty of, II, 57-58, 94-95, 99, 106, 114.
Fort Jefferson, II, 101, 104.
Fort Laurens, II, 94.
Fort Lernoult, I, 330, 360; II, 49, description of, 133-134, 150.
Fort Mackinac, I, 333-334; II, 179, 191-193, 237.
Fort Miamis, I, 64, 122, 168, 251, 290, 360; II, 106-107, 114, 120, 177, 217, 230.
Fort Malden, II, 180, 187-189, 192, 194, 227.
Fort McArthur, II, 177, 215-216.
Fort McIntosh, Treaty of, II, 56-57, 86, 91, 93, 99.
Fort Meigs, II, 201, 227-230, 234.
Fort Necessity, II, 177.
Fort Niagara, I, 67, 175, 177, 214, 219-223, 229, 235, 238-239, 246, 256, 270, 279, 282-283, 288.
Fort Pitt, I, 256, 265, 289, 326.
Fort Pontchartrain, I, 136, 184; II, 85, 150.
Fort Recovery, II, 101, 105, 137-138, 265.
Fort St. Joseph, I, 66-67, 165, 172, 177, 181, 252, 270, 333; II, 38, 85.
Fort Shelby, I, 330; II, 181.
Fort Sinclair, I, 346.
Fort Stanwix, Treaty of, II, 55-56.
Fort Stephenson, II, 237.
Fort Sumter, III, 365, 439-440.
Fort Washington, II, 100, 103-104.
Fort Wayne, Ind., II, 215.
Fort Wayne, Treaty of, II, 166.
Fort William, I, 66.
Fort William Henry, I, 222.
Foster, Augustus John, II, 179.
Foster, Wilder D., III, 378, 390.
Fox Indians, I, 168, 172.
Fox River, I, 53-54; II, 269.
Fralick, Henry, IV, 101, 165.
Francis I, King of France, I, 36-38, 203.
Franciscans, I, 72.
Franklin, Benjamin, I, 213, II, 35, 39, 40, 42.
Frazer, A. D., III, 323.
Frederic of Prussia, I, 223.
Fredericksburg, Va., I, 214.
Free Bank Act, III, 99-100.
Free Homestead Law, III, 355.
Free Schools, first in state, III, 212.
Freeman, A. F., IV, 246.
Freemont, John C., III, 362, 396-397; IV, 117.
French Feudal System, I, 149, 152.
French River, I, 104.
French, William A., IV, 215, 230.
Fresh water fisheries, IV, 285-286.
Frieze, Henry S., IV, 336-337.
Frontenac Louis de Buade, Count, I, 53, 63.
Frost Bitten Convention, II, 361-362, 373-374.
Fugitive Slave Law, III, 365, 367.
Fulton, John A., II, 295.
Fulton, William S., II, 364.
Fuller, Philo C., III, 222.
Fuller, Mrs. S. L., IV, 137.
Fur trade, I, 97-105.
Furniture, Manufacture of, IV, 279-281.

Gage, Lyman J., IV, 194.
Gage, Thomas, I, 216, 347.
Galien River, III, 275.
Galinee Rene, I, 59-61.
Galvez, General, Spanish Governor at New Orleans, II, 38.
Gardner, Cornelius, IV, 242.
Gardner, Wellington, IV, 215, 230.
Garfield, Charles W., IV, 167.
Garnier, Jesuit Missionary, I, 74.
Gass, Henry R., IV, 151, 158-159.
Gates, Horatio, I, 216.
General election, change of day, III, 270.
Genesee River, I, 62.
George II, King of England, I, 245.
George III, King of England, I, 215, 252, 290; II, 134.
George, Lake, I, 75, 121, 175, 218-222, 233.
Georgian Bay, I, 40, 41, 45, 47, 72, 135.
German population, IV, 256-258.

Germain, G. W., III, 162.
Gerrymanding the State, IV, 180-181.
Gettysburg, Pa., erection of monument, IV, 175.
Ghent, Treaty of, II, 239, 243-244, 248.
Gibson, Amosa B., III, 184.
Giddings, J. Wright, IV, 169, 215.
Giddings, Mark, III, 188, 382.
Gidley, Townsend E., III, 222.
Giles, William Branch, II, 127.
Gillam, Zachariah, I, 202.
Gillespie, George D., IV, 94.
Gilman, G. E., IV, 199.
Girty, Simon, I, 327; II, 109, 188.
Gladwin, ship, I, 270, 288 .
Gladwin, Henry, I, 216, 269-273, 278-280, 284-285, 288-291.
Glen Haven, IV, 81.
Glenn, James L., III, 294.
Glenn, Thomas H., IV, 30.
Gloucester, Duke of, I, 303.
Gnadenhutter, I, 343.
Godefroy, French resident, I, 278.
Goodall, Lemuel, III, 222.
Goodman, John S., IV, 106.
Goodrich, Enos, III, 292 .
Goodrich, Reuben, III, 390.
Goodwin, Daniel, II, 361; III, 337.
Gordon, C. H., IV, 66.
Gordon, J. Wright, III, 151, 163, 186, 188, 193-194, 209, 228.
Gorham, Charles T., III, 366, 382, 384.
Gower, Cornelius A., IV, 133, 140.
Graded Schools, III, 242.
Graham, John, II, 245.
Graham, William A., III, 368-369.
Grand Circus, II, 154.
Grand Glaize, II, 102.
Grand Haven, III, 286.
Grand Marais, I, 315.
Grand Rapids, III, 114, incorporated as a village, 147, 286, incorporated as city, 348, 378, new charter, 407; IV, 81-82, 196, 287.
Grand Rapids and Indiana Railroad, III, 286.
Grand Rapids Business University, IV, 344.
Grand Rapids Medical College, IV, 343.
Grand River, I, 55, 60, 280; II, 202, 370; III, 109-112, 114, 147, 184, 294, 350.
Grand Trunk System, III, 286.
Grangers, IV, 149-151.
Grant, Claudius B., IV, 100, 170.
Grant, Commodore, British officer, II, 134.
Grant, James, I, 230.
Grant, Ulysses S., IV, 123-124, 130.
Graphite Mines, IV, 305.
Graverot, Garret, I, 325.
Graveyard Insurance, IV, 170-171.
Grawn, Charles T., IV, 335.
Gray, Asa, III, 237-238.
Gray, Captain, killed at Bloody Run, I, 286.
Grayson, William, II, 79.
Greeley, Horace, III, 383; IV, 105, 121.
Green Bay, I, 46, 53, 63, 124, 184, 252, 290; II, 238, 269.
Green Bay, Wis., II, 271.
Green, Sanford M., III, 94, 196, 281, 287.
Greenly, William L., III, 151, 198, 232, 279, sketch of, 280, 288, 294; IV, 94-95.
Greenville, I, 355, 366; II, treaty of, 94, 104, 105, 108-109, treaty of, 113-119, 127, 137, 156, 164, 265; III, treaty of, 268.
Gregory, John M., III, 399.
Griffin, John, II, 245, 293, 347; III, 96-97.
Griffon, ship, I, 63-64.
Grindstone quarries, IV, 304-305.
Griswold, Stanley, II, 145.
Groose Isle, I, 349 .
Groose Pointe, II, 155.
Grosvenor, Ebenezer O., IV, 43, 51, 61, 90, 166.
Grosvenor, Ira R., IV, 70.
Grout, John R., III, 331.
Grundy, Felix, II, 362-363.
Guions, I, 192.
Gutherie, James, III, 426.
Gwin, William M., III, 362.
Gypsum deposits, IV, 303-304.
Hackley, Charles H., IV, 221.
Haldimand, Frederick, I, 127, 238, 331-333, 348, 354-356.
Hale, John P., III, 367-368; IV, 116.
Hale, William, III, 347.
Hall, Emma, IV, 137.
Halle, Constantine de, I, 81, 135-136, 184, 191.
Hambitzer, Joseph, IV, 215.
Hamilton, Alexander, II, 59, 125.
Hamilton, Canada, I, 60.
Hamilton, Henry, I, 296, 300, 311, 325-329; II, 86-87.
Hamlin, Charles Eugene, IV, 121.
Hamlin, Hannibal, IV, 118, 121-122, 360.
Hammond, Charles G., III, 195, 232, 271, 331.
Hammond, Jason E., IV, 230.
Hamtramck, John Francis, I, 360; sketch of, II, 120, 154.
Hand, Edward, I, 326.
Handy, Peter J., III, 174.
Hanks, Porter, II, 191, 237.
Hanscomb, Alfred H., III, 275.
Harbaugh, David E., III, 209.
Harmar, Josiah, II, 100-103.
Harring, John, II, 79.
Harrington, Elisha, I, 344-345.
Harris' line, II, 290, 293, 310-312.
Harris, Samuel S., IV, 176.
Harris, Silas G., III, 348.
Harrison, Benjamin, IV, 183-184, 188, 191.

Harrison, William Henry, II, 131, 137, 164-168, 214-217, 227-237, 243-245, 265, 323; III, 187-189, 218, 230.
Hartgerink, A., IV, 259.
Hartley, David, II, 43.
Hartstuff, William, IV, 218.
Harvey, Charles T., III, 132.
Hascall, Charles, III, 337.
Haven, Erastus O., III, 384; IV, 335.
Haviland, William, I, 242.
Havre Branch Railroad, III, 112.
Hawkins, Benjamin, II, 79.
Hay, Colonel, British commander at Detroit, I, 284, 329, 344.
Hayes, Joseph, I, 345.
Hecker, Frank J., IV, 240.
Heights of Montmorenci, I, 241.
Helm, Captain, American commander at Vincennes, I, 328.
Henderson Ames Company, IV, 250-251.
Hendricks, William, II, 353-356.
Hennepin, Louis, I, 62-64.
Henry II, King of France, I, 38.
Henry IV, King of France, I, 38.
Henry VII, King of England, I, 35.
Henry, Alexander, I, 122, 126, 303, 358; IV, 291.
Henry, John, II, 78.
Hildreth, Richard, II, 155, 176.
Hillsdale, III, 285.
Hillsdale College, III, 413; IV, 339.
Hinchman, Theodore H., IV, 165.
Hitchcock, Homer O., IV, 106.
Hoar, George F., II, 79.
Hog Island, I, 277, 347; II, 186.
Holden, Ebenezer G. D., IV, 106, 133.
Holland, IV, 78-79.
Holloway, Frederick M., IV, 140.
Holmes, Silas M., III, 392.
Holt, Henry H., IV, 31, 106.
Holton, Samuel, II, 79.
Home for the Feeble Minded, IV, 176.
Hooker, Frank A., IV, 218.
Hope College, IV, 79, 262, 341.
Hopkins, George H., IV, 241.
Horner, John S., II, 324-326, 355; III, 33-40, 53, 58-59.
Horr, Roswell G., IV, 166.
Hosford, Oramel, IV, 43, 51, 61, 65.
Houghton, Douglass, III, 159, 185, 237, 269-270, 274, 329-330, 332; IV, 63, 291.
Houghton, Jacob, III, 330, 332.
House of Correction, established, III, 391.
Houston, Samuel, IV, 118.
Howard, Benjamin C., II, 309, 323.
Howard, Henry, II, 321; III, 68, 84, 169, 216; IV, 188.
Howard, Jacob M., III, 111, 141-142, 171, 188, 228, 323, 378, 382-384, 399.
Howard, Joshua, III, 203.
Howard, William A., III, 323, 385, sketch of, 398; IV, 94.
Howe, Mrs. Eliza J. P., IV, 192.
Howe, Lord George, I, 227, 231-234.
Howell, Andrew, IV, 142.
Howell, David, II, 65, 76.
Hubbard, Bela, III, 182, 185, 330.
Hubbard, Lucius L., IV, 66.
Hubbell, Jay A., IV, 101, 201.
Hudson Bay, I, 104-105, 200-205, 208.
Hudson Bay Company, I, 123, 202-205, 295-296.
Hudson River, I, 76, 205; II, 36, 268.
Hugenots, I, 39.
Huger, Daniel, II, 79.
Hull, William, II, 144, 150, 152, 155-157, 173-181, 185-196, 199-207, 211-216, 218, 220, 227-228, 233-234, 237, 265, 329; III, 96-97, 173.
Humphrey, Levi S., III, 85.
Humphrey, William, IV, 61, 94, 106.
Hunt, James B., III, 85, 228, 233.
Hunt, John, II, 348.
Hunter, British cruiser, II, 180, 186, 191, 200.
Hunter, R. M. T., IV, 118.
"Hunters lodges," III, 175.
Hurd, Jarvis, III, 366.
Huron City, IV, 81, 85.
Huron County, survey of, II, 158; IV, 66, 78, 80, 83, 85.
Huron, Lake, I, 39-41, 45-46, 49, 60, 63, 66, 77, 104, 113, 135, 207-208, 251, 353; II, 143, 157-158, 179; III, 112; IV, 78, 80.
Huron River, I, 65, 253, 341; II, 155, 180, 203, 266-267.
Hurons, I, 39-40, 45-48, 63, 71, 74-75, 80, 85, 113, 124, 168, 171, 184-189, 200, 206-208, 229, 247, 327; II, 49.
Huss, John, I, 341.
Huston, Jr., Benjamin W., IV, 70.
Hyde, A. W., III, 331.
Hyde, O. M., III, 331.

Ile au Cochon, I, 277.
Ilgenfritz, C. A., IV, 102.
Illinois, Country of, I, 47, 229; II, 37-38.
Illinois Indians, I, 54, 124, 186.
Illinois River, I, 53, 64-65.
Illinois Supply Company, IV, 250.
Immigration Commission, IV, 46.
Independent Volunteer Corps, III, 161.
Indian tribes, location, families and and wars, I, 85-93.
Indian Confederacy, II, 156; III, 187.
Indiana Territory, II, 130, 137-138, 141, 149, 259.
Innis, Robert, I, 358; II, 127.
Insurance Commissioner, office created, IV, 107.

Interest, legal rate reduced, IV, 139.
Internal Improvements, organization of board, III, 77, first members, 85, 110-117, 128-129, 132, 168, 211, 213, 227, sale of, 263.
International Business College, IV, 344.
Iowa, County of, II, 275-276.
Irish, E .M., IV, 242.
Iron Mining, IV, 293-297.
Iroquois, I, 39, 60, 66, 75, 80-81, 85, 105, 113, 122, 124-125, 133, 139, 172, 184, 200, 206, 208, 248, 265-266.
Isabel, N. G., III, 317, 399.
Isabella County, IV, 78.
Isle Aux Noix, I, 238.
Isle, Royale, I, 353.
Italian immigration, IV, 263-265.

Jackson, II, 158; III, 131, 184, 291, incorporated as a city, 407.
Jackson, Andrew, II, 244, 297, 306, 309-311, 323-324, 327-328, 362-363; III, 32-39, 59, 76, 82, 187, 230, 264, 267; IV, 120.
Jackson, Jr., Andrew, II, 362.
Jackson, Charles, II, 34 .
Jackson, Charles T., III, 332.
Jackson Company, first to locate iron mine, III, 331.
Jackson, John G., II, 142.
Jackson Mining Company, III, 131.
Jacokes, D. C., IV., 101.
Jasberg, J. H., IV, 263.
Jay, John, II, 37-40, 119.
Jay's Treaty, I, 359-360; II, 108-109, 113, 118-119, 339 .
Jefferson, Thomas, I, 329, 331; II, 39-40, 65, 70, 76-77, 139, 143.
Jemette, Lieutenant, English Commander at Sault Ste. Marie, I, 121-122.
Jenny, William, IV, 133, 140.
Jerome, David A., sketch of, IV, 140-141, 151.
Jerome, George, III, 390.
Jerome, George H., IV, 99, 108.
Jersey Blues, I, 220.
Jesuits, arrival of, I, 41, 61, 63, 72-73, 78, 80-81, 112, 124, 134, 137, 144, 181-182.
Jesus, Society of, I, 73-74.
Jochim, John W., IV, 215 .
Jogques, Isaac, I, 41, 50, 74-76, 119.
Johnson, Andrew, IV, 35, 122-123.
Johnson, Richard M., II, 234-236; III, 230.
Johnson, Sir William, I, 214, 217-221, 235, 239, 288, 303.
Johnson, William S., II, 78.
Joliet, Louis, I, 52-54, 60-61.
Jones, George W., II, 274-275, 319; III, 70.
Jonesville, III, 285.
Jonquiere Governor of New France, I, 119.
Journal of Education, III, 148, 360.
Joy, James F., III, 132, 366.
Julian, George W., III, 367.

Kalamazoo, III, 114, 188.
Kalamazoo College, III, 412; IV, 339.
Kalamazoo River, I, 55; III, 112, 114, 147, 223.
Kansas and Nebraska Bill, III, 375, 380.
Kaskaskia, Ill., I, 326-327; II, 37, 86.
Kaskaskia Indians, II, 99.
Keane, John, II, 78-79.
Kearney, Dyre, II, 79.
Kearsley, Jonathan, III, 378.
Kedzie, Robert C., IV, 106.
Kellogg, A. J., IV, 108.
Kewanee Bay, I, 47.
"Key of the Northwest," I, 104.
Kickapoo Indians, I, 191, II, 99, 165.
Kiefer, Herman, IV, 176, 218.
Kindergarten, IV, 332-333.
King, Preston, III, 360.
King, Rufus, II, 75-77, 86, 93.
King, William R., II, 354; III, 368.
King's Day, III, 304.
King's Highway, III, 300, 310.
Kingsley, James, III, 77.
Kirchner, Otto, IV, 133.
Kirkland "Reminiscences," II, 339.
Knaggs Creek, I, 319.
Knight, Z. B., III, 382.
Knox, Henry, II, 125.

Labor disturbances, IV, 220.
Lachine, I, 57, 135.
Lachine Rapids, I, 54.
La Fontaines, I, 192.
Lake County, IV, 78.
Lake of Galilee, III, 299-300, 310.
Lake of the Woods, I, 200, 353; II, 35, 42, 87.
Lake Shore and Michigan Southern Railway Company, III, 285.
Lake Superior Company, III, 332.
Lake Transportation, IV, 322-323.
Lallemant, Charles, I, 40, 74, 87.
La Motte de Luissiere, I, 62.
Land Grant to Captain Bonne, I, 120.
Land Speculation, III, 74.
Lane, Alfred C., IV, 66.
Lane, Joseph, III, 426 .
Lane, M. Henry, IV, 192.
Langlade, Charles, I, 215.
Lansing, Township of, III, 265, 291, 294, incorporated as a city, 411; IV, 30, 69, 71, 89, 95, 165-166, 170.
Lansing Business College, IV, 344.
Lapeer County, IV, 83, 85.
La Plaisance Bay, III, 285.

Laporte, Ind., IV, 71.
L'Arbre Croche, I, 194.
La Pointe de Saint Espirt, Chapel of, I, 50, 52.
Lathrop, Henry B., III, 209.
Latimer, W. I., IV, 133, 140.
Laurens, Henry, II, 39-40.
Lawrence, brig, II, 232-233.
Lawton, Charles D., IV, 236.
Leach, Dewitt C., III, 337, 379, 385, 397.
Lederer Collection of Minerals, III, 238.
Ledyard, Henry, III, 296-331.
Lee, Richard Henry, II, 78-79.
Le Jeune, Jesuit Missionary, I, 74.
Le Moyne Family, I, 174, 176, 204.
Le Moyne, Paul Joseph, Chevalier de Longueuil, I, 176.
Lenawee County, organized, II, 269.
L'Enfant, Peter Charles, II, 154.
Lernoult, R. B., I, 327, 330.
Le Roy, Daniel, II, 321; III, 85.
Levis, Chevalier de, I, 221, 233, 237.
Levy, Henry de, Duke of Ventadour, I, 41, 74.
Lewis, Colonel, American officer, II, 217-220.
Lewiston, Canada, I, 62.
Licking, Ky., I, 332.
Liederkrantz, IV, 166.
Life Insurance policies made nonforfeitable, IV, 139.
Liggitt, Ella, IV, 342.
Liggitt, James D., IV, 342.
Lincoln, Abraham, II, 343; III, 319, 403, 420-422, 427, 430, 436, 439, 466; IV, 121-122.
Lincoln, Benjamin, II, 102.
Lincoln and Douglas Debates, III, 419-422, 425.
Little Big Horn, Battle of, II, 101.
Littlejohn, Flavius J., III, 347.
Little, Norman, III, 122.
Little Traverse Bay, I, 194.
Little Turtle, Miami Sachem, II, 101, 106-107, 119.
Livingston, Mortimer, III, 296.
Livingston, Robert, I, 133.
Locations suggested for World's Fair, IV, 192-193.
Long, Charles D., IV, 170, 236.
Long, James W., IV, 166.
Longyear, John W., IV, 30.
Lorangers, I, 192.
Lothrop, Edwin H., III, 77, 271.
Lothrop, George V. N., III, 77, 141, 188, 313.
Louis XIII, King of France, I, 112.
Louis XIV, King of France, I, 119, 134, 150-151.
Louis XV, King of France, I, 223.
Louisburg, I, 227.
Louisville, Ky., I, 60.
Lovelace, John, I, 345.
Lovell, Cyrus, III, 317, 337.
Lowell, James Russell, III, 364.
Lower Sandusky, Ohio, II, 216, 265.
Loyola, Ignatius de, I, 73.
Lucas, John B. C., II, 142.
Lucas, Robert, II, 306-310, 324-325; III, 40.
Luce, Cyrus G., IV, 30, 167-169, 175, 232.
Ludington, I, 55.
Luke, Lieutenant, III, 391.
Lumber, inspection of, III, 391.
Lumbering, IV, 276-279.
Lusson, Sieur de Saint, I, 51, 119, 121.
Lyon, Lucius, II, 274-275, 318-320, 326, 328, 353, 365; III, 31, 58, 162, 171, 210, 228-229, 232-233.
Lyster, Henry F., IV, 106.

McArthur, Duncan, II, 175-176, 187, 190, 192, 199, 203, 206, 208, 245-246.
McClanahan, Major, American officer, II, 219-220.
McClelland, Robert, II, 320-321; III, 64, 141, 209, 228-229, 232, 265, 337, 343, sketch of, 353, 354, 359-361, 369, 377; IV, 31, 94, 116.
McCoskey, Samuel A., IV, 94.
McCoy, Daniel, IV, 252.
McCracken, Stephen B., IV, 101, 197.
McCreery, William B., IV, 106, 133.
McCulloch, Hugh, IV, 130.
McDonald, James H., IV, 168-169.
McDougall, George, I, 278-281, 285, 347-348.
McGowan, Jonas H., IV, 71, 99.
McGrath, John W., IV, 155.
McGregor's Creek, II, 236.
McGregory, Patrick, I, 207.
McGurrien, William T., IV, 242.
McIntosh, Angus, I, 305; II, 150.
McKee, Alexander, I, 334-335; II, 104, 107, 109, 119, 188.
McKinney, John, III, 317, 384, 399, 400, 416.
McKinley, William, III, 385.
McKinstry, Alexander H., III, 59.
McKinstry, David C., II, 360; III, 85.
McLean, John, III, 366.
McLeod, Norman, III, 343.
McMillan, James, IV, 137, 169, 217, 319.
McNiff, Robert, I, 358.
McReynolds, Andrew T., III, 174, 203, 209, 394.
Mackinac, I, 64, 66-67; II, 49, 192, 207, 238-239, 271; III, 200.
Mackinac County, organized, II, 268, 312.
Mackinac, Straits of, I, 123, 194.
Mackinaw City, I, 77.
Macomb, Alexander, I, 349.
Macomb County, I, 253; organized, II, 268.
Madison, James, II, 139, 166, 169, 173, 213, 243.
Madison, Major, American officer, II, 220-221.

Maguaga (Monguagon), II, 163, 195-196, 199-200.
Malden, Canada, I, 347; II, 180, 186, 193, 201-202, 211, 214, 217-219, 221-222, 228, 230-234.
Maltz, George L., IV, 168.
Manistee, IV, 78-79.
Manistee Lake, IV, 79.
Manitoulin Island of, I, 113.
Manning, Randolph, II, 320; III, 95, 169, 246.
Manual Training Schools, IV, 331-332.
Maple River, III, 112, 114, 147.
Marche, Dominque de la, I, 81, 144.
Marest, Joseph T., I, 77.
Marietta, Ohio, II, 92-93.
Marigny, Chevalier de., I, 158.
Marquette, James, I, 49-54, 61, 67, 77, 119, 123.
Marquette and Iron Mountain Railroad, III, 333.
Married Women's Act, III, 391.
Marsh, Arthur F., IV, 249-251.
Marshall, III, 188, 291, incorporated as a city, 407.
Marston, Isaac, IV, 99, 152.
Martin, Abraham, I, 200.
Martin, George, III, 94.
Martin, George B., III, 38.
Martineau, Harriet, "Society in America," II, 339-340.
Mascoutin Indians, I, 168, 184, 186-189, 191.
Mason, James M., III, 419; IV, 118.
Mason, John T., II, 297.
Mason, John Y., II, 354.
Mason, Stevens Thomson, II, 298, 300, 310-311, 323-326, 329-333, 341, 362; III, 32-38, 40, 57, 59, 61-62, 65-67, 77-80, 84-88, 111, 119, 121-122, 133-135, 137-138, 142, extracts from messages, 142-146, 151-159, 160-163, 167-170, 173, 184, 223, 229, 262, 287, 313; IV, 94.
Massachusetts, I, 212, 214, 339.
Masse, Jesuit Missionary, I, 40, 74.
Maumee Bay, II, 162, 178, 217; III, 113.
Maumee City, II, 178.
Maumee, Rapids of, I, 359; II, 93-99, 102, 106, 118, 120, 163, 176-179, 201, 214-217, 227, 246, 265, 272-273.
Maumee River, I, 251, 270, 288, 328; II, 105-106, 108, 113, 162, 176, 208, 218-219, 227-229, 237, 245.
May Dwight, IV, 51, 61.
May, James, II, 229.
May, Waldo, IV, 151.
Maybury, William C., IV, 252.
Mayhew, D. P., IV, 334.
Mayhew, Ira, III, 244-246, 280, 313.
Maynard, Fred A., IV, 215, 230.
Meeley, W. J., IV, 199.
Meigs, Reuben J., II, 175, 228.
Meloche, French resident, I, 279 281, 284.
Men of the Sea, I, 46.
Menard, Rene, I, 47-50.
Menomenie Indians, I, 186; treaty with, III, 268.
Methodists, II, 374.
Mexico, Gulf of, I, 53, 65, 245; II, 35, 37, 40.
Mexican War, III, 197-204, 359.
Miami River, II, 94, 104, 138, 141, 157, 162, 245.
Miamies Indians, I, 181, 183, 229; II, 99, 161, 165, 167, 245-246.
Michigan, Bank of, III, 98.
Michigan Business and Normal College, III, 344.
Michigan Central College, incorporated, III, 275.
Michigan Central Railroad Company, II, 371; III, 168, incorporation, 281, 282, 284, 319, 366.
Michigan Female College, IV, 343.
Michigan Insane Asylum, III, 412.
Michigan, Lake, I, 46, 49, 52-55, 63-64, 194, 328; II, 38, 113, 138, 141-143, 237; III, 286, 299-300, 310; IV, 78.
Michigan Legion, II, 195.
Michigan Military Academy, IV, 342.
Michigan Southern Railroad Company, III, 168, incorporation, 282, 283, 285.
Michigan, Town of, III, 293-294, 314.
Michigan, U. S. Naval Vessel, III, 304, 307.
Michigan Volunteers in Spanish War, IV, 242-244.
Michilimackinac, I, 46, 52-53, 77, 103-104, 122-127, 131, 136-137, 144, 165, 168, 171-172, 174, 181-183, 188, 193, 207, 239, 251-252, 256, 259, 270, 303-304, 326, 328, 330, 332-333, 346, 348, 358, 360; II, 85-86, 92, 118, 161-162, 237.
Michilimackinac County, II, 271.
Mickley, Charles E., IV, 68.
Midland County, IV, 78.
Miles, George, III, 94.
Military Bounty Lands, II, 253-255.
Millard, A. L., IV, 99.
Miller, Albert, III, 122.
Miller, Charles R., IV, 137.
Miller, James, II, 176, 190-191, 195-196, 199-201, 230.
Miller, James M., IV, 283.
"Milles Lacs," I, 200.
Mills, Merrjll I., IV, 101.
Mills, Wildman, IV, 168.
Milmes, Alfred, IV, 215.
Milwaukee, III, 300.
Mineral Point, Wis., II, 275.
Mineral Rights, III, 280.
Mineral Statistics, IV, 139.
Mineral Wealth, II, 272.
Mining Companies, incorporated, III, 348.
Mississippi Bubble, I, 192.

Mississippi River, I, 53, 65, 67, 105, 111, 200, 245, 257, 264-265, 297-298, 333, 353; II, 36-39, 42, 126, 143, 269, 271.
Missouri River, I, 53.
Mitchell, Nathaniel, II, 79.
Mizner, Henry R., III, 455.
Mohawks, I, 75, 327.
Monkton, Robert, I, 246.
Monroe, Frenchtown, I, 253, 340; II, 178, 180, 193, 217-218, 228, 230, 285.
Monroe, C. J., IV, 198 .
Monroe County, organized, II, 268; III, 113, 141; survey of, IV, 66.
Monroe, James, II, 76-77, 216.
Montcalm, Louis de, I, 221-222, 228, 233-237, 240-242.
Montgomery, Robert M., IV, 188.
Montieth, John, II, 374.
Montmagny, Governor of New France, I, 113.
Montreal, I, 39, 54, 59, 61, 66, 103-105, 113-114, 123, 131, 135, 141, 144-145, 165, 170-175, 181-184, 200, 236-237, 242, 245-246, 284, 304, 313; II, 85, 211-212.
Moore, Franklin, IV, 114.
Moore, John, IV, 61.
Moore, Joseph B, IV, 221.
Moore, Lovell, III, 384.
Morans, I, 192.
Moravians, I, 341, 344-345; II, 156.
Morey, Peter, IV, 169.
Morgan, George W., III, 202-203.
Morgan John, III, 453.
Mormon Kingdom, Rise and Fall of, III, 299-310.
Morrel, George, II, 347-348.
Morrell, George, III, 93-94.
Morris Canal and Banking Company, III, 122, 131, 134-137, 189, 195, 217, 266.
Morris, Thomas, II, 329, 363-364.
Morrison, Nathan J., IV, 340.
Morrow, Jeremiah, II, 142.
Morse, Allen B., IV, 152, 215, 218.
Mount Clemens, I, 341-342; II, 155; III, 112, 121, 173, 175.
Muir, Major, British officer, II, 214-215.
Mundy, Edward, II, 298, 320-321; III, 57, 94, 142, 163, 169.
Municipal Election in Detroit in 1838, III, 183.
Municipal Ownership of Street Rail ways, IV, 247-248.
Murphy, W. W., III, 423-424.
Murray, James, I, 242.
Murray, William Vans, II, 127-128.
Muskegon River, I, 55, 194; II, 90, 94.
Muskingum River, II, 161.
Myers, E. E., IV, 91.

Nancrede, C. B., IV, 241.
Naval Miljtia, IV, 244-245.
Navarre, Francis, I, 340-341; II, 218.
Navarre, Robert, I, 192, 296.
Nazareth Academy, IV, 343.
Neasmith, James M., IV, 133, 140.
Negro Riot of 1833, II, 347.
Nelson, Theodore, IV, 159.
Neutral or Tobacco Indians, I, 39.
New France, Naming of, I. 37, first permanent settlement, 38, arrival of Jesuits, 41, seigniories conferred, 149.
New Hampshire, I, 212.
New Orleans, La., I., 175; II, 38, battle of, 243.
Newberry, John S., IV, 319.
Newberry, Oliver, III, 95.
Newberry, Samuel, III, 346.
Newell, Miner, S., IV, 151, 157.
Newton, William, IV, 199.
Niagara, brig, II, 232-233.
Niagara River, I, 60, 62, 65, 139, 172; II, 211, 232, 266.
Nichols, A. W., IV, 215.
Nicollet, Jean, I, 45-47.
Nikander, J. K., IV, 263.
Niles, incorporated as a city, III, 410.
Niles, John M., II, 364.
Nipissing and Ottawa route, I, 61, 172.
Nipissing Indians, I, 46.
Nipissing, Lake, I, 39, 72, 104-105, 135, 295.
Noble, Charles, III, 162, 382.
Noble, David A., III, 233, 374.
Noble, Frank W., IV, 101.
Nolan, Louis, III, 332.
Nonesuck, ship, I, 202.
Norris, Lyman D., IV, 192.
Norris, Mark, III, 181.
Northern Insane Asylum, IV, 155.
Northern State Normal School, IV, 249, 335 .
Northwest Company, I, 123 ,127, 295, 356; II, 238.
Northwest Territory, II, 58, 77, 93, 106, 108, 128, 131, 137-143, 260-261, 369; III, 239, 360.
Norton, John, III, 136.
Norvell, John, II, 275, 320, 326, 328, 353-354, 365; III, 31, 38, 58, 171, 233, 366.
Noyelles, Nicolas Joseph Des, I, 173.

Oakland and Ottawa Railroad, III, 286.
Oakland County, organized, II, 269.
Oakman, Robert, IV, 246.
O'Donnell, John, II, 360.
Ohio and Indiana Canal, II, 213.
Ohio Company, II, 58, 89-92, 125.
Ohio River, I, 53, 60, 67, 212, 264, 298, 334, 355, 358; II, 87-89, 93-94, 99, 102-103, 108, 113, 162, 196, 265.
Ojibiwas Indians, I, 277, 280, 283.
Old Mackinaw, I, 123.
Olds, Schuyler, IV, 217.

Oliver, Mordecia, III, 398.
Olivet College, III, 413; IV, 340.
Ontario, Lake, I, 39-40, 45, 60, 62, 105, 131, 182, 221, 232, 353; II, 87, 244, 266.
Ontonagon River, I, 303; III, 328.
Ordinance of 1784, II, 65-69, 75, 77, 143.
Ordinance of 1787, II, 58, 69, 75-82, 137, 140, 149, 270, 279, 293, 301, 317, 321, 326-327, 338-339, 357, 370; III, 32, 52, 57, 60, 77, 111, 239, 360, 362, 376.
Oren, Horace M., IV, 230, 252.
Osage, Indians, I, 186.
Osburn & Co., N., IV, 93.
Osceola County, IV, 78.
Osmun, Gilbert R., 168.
Oswego, N. Y., I, 220-222, 231; II, 87.
Ottagamie Indians, I, 184, 186, 187, 189.
Ottawa, ship, II, 134.
Ottawa River, I, 39, 41, 45, 72, 104-105, 135.
Ottawas, I, 63, 124, 185, 187, 191, 207-208, 216, 229, 247-248, 264, 271, 277, 327; II, 49, 88, 157, 161, 191, 243, 245-247; III, 269, 351.
Otto, W. B., IV, 199.
Oumamis Indians, I, 124.
Overington, Major, American officer, II, 220.
Owen, John, III, 400, 440; IV, 43.
Owosso, incorporated as a city, III, 410.

Pacific Ocean, I, 51-52.
Palmer, Alonzo B., III, 248.
Palmer, Mason, III, 331.
Palmer, Thomas W., III, 331; IV, 154, 170, 191-192, 197.
Palmyra and Jacksonburg Railroad Company, III, 118, 223, 275, 285.
Parent's Creek, I, 277, 285, 287.
Paris, Treaty of, I, 245, 267.
Parker, Alton B., III, 386.
Parkhurst, John G., IV, 218.
Parmen Sanomeia, Finnish church paper, IV, 263.
Parsons, Andrew, III, 354, 359, sketch of 370, 389.
Parsons, Samuel Holden, II, 89-92.
Part Paid Bonds, III, 195-196, 262-263.
Partridge, Benjamin, F., IV, 133.
Patriot War, III, 146, 173-178, 228.
Patrons of Industry, IV, 180.
Pattengill, Henry R., IV, 215-216.
Patton, John, IV, 217.
Paul IV, Pope, I, 40, 71.
Payan, Pierre Jacques de, Sieur, de Charvis, I, 174.
Pean, Ives Jacques Hughes, Sieur de Livaudiere, I, 173.
Peche Island, I, 248.
Peck, George W., III, 313, 385, 397, 399.
Pecody, Marie, I, 173.
Peninsular Railroad, III, 286.
Penn, William, I, 298.
Penniman, Ebenezer J., III, 233.
Pennsylvania Gazette, I, 303.
Pennsylvania System, III, 286.
Pentanguishine Bay, I, 41, Mission of, I, 42.
Pepin Lake, I, 200.
Pere Marquette River, I, 55.
Pere Marquette System, III, 286.
Perkins, Simon, II, 215-216.
Perry, Oliver Hazard, II, 231-238.
Personal Liberty Law, III, 390.
Peterman, John P., IV, 242.
Philadelphia, I, 177, 214, 217, 229, 303, 318, 360; II, 77-78, 118.
Piankeshaw Indians, II, 99.
Picards, I, 192.
Pickens, Francis W., III, 429.
Pickering, Timothy, II, 75, 104.
Picote, Francois Marie, Sieur de Belestre, I, 176.
Pierce, Franklin, II, 358; III, 368-369, 375-378, 397.
Pierce, John Davis, II, 322, 373; III, 57, 68, 80-81, 148, 160-161, 169, 221, 244-246, 292, 320-321, 337.
Pierce, Nathan, III, 384.
Pierce, W., II, 79.
Pine River, III, 185, 306, 308.
Pingree, Hazen S., IV, 110, sketch of, 225-230, 231-234, 241, 245-250.
Pioneer Smelting Company, III, 296.
Piqua, Ohio, II, 214.
Pitcher, Zina, III, 162-163.
Pitt, Sir William, I, 222-223, 227, 235-236, 245.
Pittsburg, Pa., I, 231, 246, 283, 302; II, 91.
Plains of Abraham, I, 200, 240, 242; II, 35.
Plank-road Companies, III, 270, 315, 348.
Poe, Orlando M., III, 132.
Poinssett, Joel R., III, 129.
Point Levi, I, 240.
Point Pelee, I, 65, 282.
Polish population, IV, 265-269.
Polk, James K, II, 319; III, 231, 359-360.
Pond, Mrs. John A., IV, 191.
Pontchartrain, Count, French Minister, I, 125, 134-135, 142, 182.
Pontiac, II, 370; III, 286, incorporated as a city, 437.
Pontiac, Indian Chief, I, 215-216, 248-250, 253, 263-273, 277-290; II, 149, 343.
Population of Territory, II, 337.
Porcupine, schooner, II, 232.
Porcupine Mountain Company, III, 331.
Port Hope, IV, 81, 85.
Port Huron, I, 66, 347; III, 112, 173, incorporated as a city, 407; IV, 287.
Portage Lake and Lake Superior Ship Canal, IV, 158.

Porte, Louis de la, Sieur de Louvigny, I, 171.
Porter, Alexander, II, 357.
Porter, Augustus S., III, 162-163, 171, 228, 231, 233.
Porter, Benjamin, III, 184.
Porter, George B., II, 299, 323, 329-330, 346.
Porter James B., IV, 43.
Porter, Moses, I, 360; II, 120.
Porter, Peter B., II, 259.
Portland Cement, Manufacture of, IV, 301-303.
Post Office, Detroit, IV, 160.
Pottawattomies Indians, I, 60, 136, 168, 186, 188, 229, 247, 265, 271-272, 277, 283, 296, 327, 333, 340; II, 38, 49, 99, 114, 157, 165, 243, 245-247; III, 269.
Pouchot, Captain, French commander at Niagara, I, 238-239.
Powers, Perry F., IV, 252.
Powpao, Joseph, I, 246.
Prairie, du Chien, Wis., II, 271, 275.
Pratt, Abner, III, 94.
Presque Isle, I, 239, 246; II, 121, 217, 231.
Preston William C., II, 329, 357, 363.
Prevost, Sir George, II, 180.
Prideaux, John, I, 235-239
Primary Election Reform, IV, 249.
Primary School System, III, 239-241.
Prince, Colonel, British officer, III, 176-177.
Pritchard, Benjamin D., IV, 51, 61, 133, 140.
Pritchett, Kintzing, II, 321, 361; III, 101, 169.
Proctor, Henry, II, 163, 193, 200-201, 214, 217-222, 227-231, 234-237; III, 187.
Provisional Treaty of Paris, II, 33.
Public Schools, IV, 327-330.
Pullman, George M., IV, 319-320.
Pumpelly, Raphael, IV, 65.
Puree, Don Eugenio, II, 38.
Put in Bay, Ohio, II, 232-234.
Putnam, Daniel, IV, 235.
Putnam, Israel, I, 217.
Putnam, Rufus, II, 90.

Quebec, I, 40, 46-50, 60, 62, 71, 75, 103-104, 110-114, 121, 125, 135, 139-140, 144, 165, 167-168, 170, 172-173, 177-178, 204, 212, 227-228, 235-237, 240-242, 295, 313, 357-360; II, 85.
Quebec Act, I, 298, 358.
Quebec, Province of, I, 297, 299.
Queen Anne's War, I, 211.
Queen Charlotte, British War Vessel, II, 186, 188, 191, 200, 204-205.
Queenstown, Canada, II, 211.
Queenstown, Heights of, I, 62.
Quinby, William E., IV, 217.

Radison, Pierre Esprit, I, 199-204.
Railroad Cars, Manufacture of, IV, 319-320.
Railroad Commission, office created, IV, 107.
Railroad Conspiracy, III, 319-324.
Railroads, incorporated, III, 63-64, chartered, 118-119, appropriations, 147, 159, 266, 272, sale advertised, 279, 284, 287, mileage, 287, land grants, 407-408; municipal aid, IV, 52-56, repeal of special charters, 187, 309-319.
Rainy Lakes, I, 200.
Raisin, River, I, 250, 253, 340; II, 154-155, 163, 178, 181, 192-193, 200, 203, 207-208, 217-218, 220, 222, 227, 230, 265, 267.
Raisin Valley Seminary, IV, 343.
Ramezay, Chevalier de, I, 169, 173, 184.
Randall, Caleb D., IV, 67.
Randall, Robert, II, 127-128.
Randolph, Beverly, II, 102.
Ransom, C. W., IV, 166.
Ransom, Epaphroditus, III, 93-94, 198-199, 246, sketch of, 313-314, 317-318.
Rantoul, Jr., Robert, III, 333.
Raymbault, Charles, I, 41, 50, 74, 76, 119.
Read, S. T., IV, 165.
Reaumes, I, 192.
Recollets, The, I, 40, 61, 71-72, 81, 141.
Red Cedar Lake, II, 269.
Redfield, George, III, 271.
Reed, Thomas B, IV., 181.
Reform School for Girls, IV., 137.
Regiments furnished Civil War, first year, III, 450-451, service of, 452-459, equipped second year, 452-453, last mustered out, 457.
Repentigny, Chevalier de, I, 120-122.
Revised Statutes of 1846, III, 287-290.
Rich, John T., IV, 196-199, sketch of, 214-215, 217-219, 225.
Richard, Gabriel, II, 267, 272-273, 346.
Richardson, Origen D., III, 194, 221, 232, 265, 271, 275.
Richelieu, Cardinal, I, 111, 149.
Richelieu River, I, 236.
Richmond, C. H., IV, 192.
Riley, A. E., IV, 199.
Riley, H. W., IV, 199.
Riopelles, I, 192.
Rivards, I, 192.
River Jordan, III, 299, 310.
River Raisin and Lake Erie Railroad Company, III, 118, 285.
River Rouge, II, 180, 195, 266-267.
Roberts, E. J., III, 174, 343.
Roberts, Horace F., III, 337.
Robertson, David, II, 127.
Robertson, John, III, 197, 441, 449, 459; IV, 167.
Robertson, William, II, 127.

Roberval, Sieur de, Jean Francois de la Roque, I, 37-38, 98, 203.
Robinson, Orren W., IV, 230, 252.
Rock Falls, IV, 81.
Rogers, J. Sumner, IV, 342.
Rogers, Robert, I, 245-249, 263, 285, 304-305; II, 85.
Roland, Isaac, III, 38.
Roman Catholic Church, II, 374.
Romeo and Mt. Clemens Railroad Company, III, 117, 124.
Romeyn, Theodore, IV, 99.
Rominger, Carl, IV, 65-66.
Roney, Henry B., IV, 165-166.
Roosevelt, Theodore, III, 385.
Rose, Preston B., IV, 134-136.
Row, Samuel H., IV, 107.
Rowley, Louis E., IV, 186.
Roy, Peter, I, 157, 159.
Royal Oak, II, 371 .
Rupert, Prince, I, 201-202.
Rupert's Land, I, 202.
Rush, Richard, II, 309, 323.
Russel, George B., IV., 320.
Ryswick, Peace of, I, 211.

Sabrevois, Charles, Sieur de Beleury, I, 159-168, 170.
Sackett's Harbor, N. Y., II, 244.
Sacs Indians, I, 126, 186.
Sagard, Theodat Gabriel, I, 40.
Sagendorf, D. P., IV, 151.
Sager, Abram, III, 248.
Saginaw, I, 327, 358; treaty of, II, 247, description of, 185, incorporated as a city, 407; IV, 81 consolidation, 176, 198, 287.
Saginaw Bay, Thunder Bay, I, 66, 333; II, 158.
Saginaw Canal, Bad River Canal, III, 112, 121-122, 147, 223.
Saginaw County, organized, II, 269; IV, 78, 171.
Saginaw River, II, 370; III, 109, 112, 185.
Saginaw Valley Medical College, IV, 343.
Saguina, Ottawa Chief, I, 186, 188.
St. Ann's Church, I, 144, 172, 176; II, 267.
St. Clair, Arthur, I, 358; II, 57, 92, 95, 101-105, 128, 131, 138-140.
St. Clair County, organized, II, 269.
St. Clair Flats, I, 277.
St. Clair Lake, I, 248; II, 154-155, 157, 181.
St. Clair River, I, 207, 346-347; II, 157; III, 283.
St. George, Colonel, British Commander at Malden, II, 177, 179, 186, 189.
St. Ignace, I, 52-53, 55, 63, 77, 123, 127.
Saint James Bay, III, 300, 310.
St. Joseph Island, II, 79, 191, 238.
St. Joseph River, I, 55, 64, 181, 194, 252, 270; II, 38, 85, 162, 245; III, 109, 115, 223, 266, 272.
St. Joseph, Village of, I, 113.
St. Lawrence, Gulf of, I, 53, 245.
St. Lawrence River, Exploration of, I, 35, 37, 105, 134, 205-206, 235, 237, 245, 313; II, 42.
St. Leger, Barry, I, 356.
St. Louis, Mo., I, 290, 333; II, 37-38, 341, 348.
St. Louis River, II, 269.
St. Mary's Academy, IV, 342.
St. Mary's Canal Company, incorporated, III, 296.
St. Mary's Falls Ship Canal, III, 113, 128, 132, 133, 147, 215-216, 223, 227; IV, 141.
St. Mary's River, I, 41, 46, 120; II, 238, 245; III, 113, 127-128.
St. Mary's School, IV, 343.
St. Ours, Jean Baptiste de, Sieur Deschaillons, I, 171.
Saint Pierre, Legardeur de, I, 218.
Salle, Rene Robert, Sieur de la, I, 59-67, 135, 212; II, 38.
Salt Bounty, III, 414-415.
Salt Springs, Attempt to locate, III, 185.
Salt Wells, IV, 299-301.
Sanborn, James W., III, 209, 399.
Sand Beach, IV, 81.
Sandstone, Potsdam, IV, 304.
Sandusky, Ohio, I, 282, 284, 290, 327, 340; II, 265.
Sandusky Bay, II, 232.
Sandusky River, II, 276.
Sandwich, Canada, I, 312; II, 188, 202-203, 235.
Sanilac County, organized, II, 269, survey of, IV, 66, fire, 78, 80, 83, 85.
Sargent, Winthrop, II, 90, 92, 131, 137.
Sault Ste Marie, I, 41, 47-48, 50, 61, 66, 74, 76-77, 102-103, 119-122, 127, 131, 252, 257, 290; II, 49, 85, 161-162, 238, treaty of, 248, 269; III, 127, 200, 327.
Saunders, Admiral, British officer, I, 239.
Savings and Loan Associations, IV, 138.
Sawyer, Franklin, III, 195, 221, 232, 245.
Scandinavian Immigration, IV, 269-270.
Schenectady, N. Y., I, 233.
Scheurman, J., II, 79.
Schiefflin or Shiffelin, Jonathan, I, 332, 358; II, 127.
Schlosser, Ensign, I, 283.
Schmid, F., IV, 257.
Schoolcraft County, II, 312.
Schoolcraft, Henry R., I, 127; II, 269; III, 328-329.
Schools, II, 372-373.
Scioto Associates or Company, II, 58, 92, 125-126.
Scorpion, schooner, II, 239.
Scott, Winfield, II, 341-345; III, 201, 203, 368-369, 461.
Scotten, Daniel, IV, 283.

Seceding States, III, 430.
Seeley, C. V., IV, 199.
Selkirk, Earl of, I, 206, 346.
Senate Compromise Boundary Bill, II, 355.
Senate Vote on Admission of Michigan, II, 364.
Seneca Indians, I, 59, 208, 265, 327; II, 245-246.
Sessions, Alonzo, IV, 133.
Seward, William, III, 318, 323, 377, 402, 423-425, 441, 445; IV, 118.
Seymour, James, III, 292.
Seymour, John F., III, 132.
Shaffer, George T., IV, 179.
Shafter, William R., IV, 241.
Shaler, Charles, II, 179, 323-324; III, 35.
Shaw, Henry W., III, 410.
Shawanee Indians, II, 49, 99, 161, 164, 245-246.
Shearer, James, IV, 90, 165.
Shearman, Francis W., III, 246, 347.
Shelburne, Earl of, II, 41.
Shelby, Isaac, II, 234.
Sherman, John, III, 398.
Sherman, T. W., III, 452.
Sherman, William T., III, 455.
Sherwood, Thomas, IV, 152, 170.
Sherzer, W. H., IV, 66.
Shipbuilding, II, 323-324.
Shipman, J. B., IV, 71.
Shirley, William, I, 214, 219-221.
Shiwasse County, II, 158, organized, 269; III, 185; IV, 170.
Shiwasse River, III, 112, 185.
Shoemaker, Michael, III, 317, 454.
Sibley, Solomon, II, 130, 247, 261, 269-270, 348.
Sill, John M. B., III, 243; IV, 218, 335.
Sill, M. B., IV, 166.
Silver, Abiel, III, 294.
Simcoe, John Graves, I, 358-359; IV, 104, 106, 109, 119.
Sinclair, Patrick, I, 126, 332-334, 346; II, 238.
Sioux Indians, I, 42, 66, 85, 200; II, 191.
Sister's Island, II, 234.
Skinner, E. M., III, 337.
Slate Quarries, IV, 304.
Slavery, II, 338; resolutions, III, 393-394.
Slidell, John, IV, 118.
Slithand, Indian Chief, II, 196.
Sloan, James, II, 142.
Smith, Andrew J., IV, 106.
Smith, Harold, IV, 250.
Smith, Henry S., IV, 131, 134.
Smith, Melancthon, II, 78-79.
Smith, William, II, 127.
Soldier's Vote in the Army, III, 466.
Soper, Daniel E., IV, 179, 186-187.
Sorel River, I, 113.
South Bend, I, 64.
Southard, Samuel L., II, 364.
Sparks, William, IV, 131.
Spaulding, Oliver L., IV, 51, 61.
Spencer, Joseph, I, 345.
Spencer, O. M., II, 133-134.
Sprague, William, III, 233, 370.
Spring-Wells, II, 180-181, 187, 204, treaty of, 245, 345.
"Squatter Sovereignty," III, 363, 374-377.
Standard Oil Company, IV, 150.
Standard Time Legalized, IV, 175.
Stanley, Henry, III, 331.
Stanton, Edwin M., III, 429.
Stark, John, I, 217.
State Agricultural Society, Attempt to Form, III, 183, incorporated, 317.
State Bank of Michigan, III, 160, directors elected, 162.
State Board of Charities and Corrections, IV, 68.
State Board of Health, organized, IV, 106.
State Hatchery, IV, 108.
State Historical Society, I, 268; II, 87, 258, 274, 333.
State Land Office, III, 266, 272, 294, removal, 317.
State Mining School, IV, 259.
State Normal College, IV, 334-335.
State Normal School, III, 245-247, 317, laws consolidated and codified, 348.
State Officers, salaries, III, 68, elected by people, 318.
State Pardon Board, IV, 159.
State Penitentiary, III, 146, 161, 184, 217.
State Public School, Coldwater, IV, 67.
State Taxes of 1840, III, 224.
State Teachers' Association, incorporated, III, 391.
Statistics for 1860, III, 314.
Stearns, Justus S., IV, 230.
Stebbins, Mrs. C. B., IV, 137.
Steel, George A., IV, 234.
Stevens, Hestor L., III, 233, 374.
Stevens, Mark W., IV, 191.
Stevens, William C., IV, 151, 157.
Stewart, David, III, 233, 294.
Stewart, Hart L., III, 85.
Stickney, Benjamin, III, 38.
Stockbridge, Francis B, IV, 105, 169, 217.
Stockton, John, I, 345.
Stone Eater, Indian Chief, II, 168.
Stone, George W., IV, 179.
Stone, J. A. B., IV, 339.
Stony Creek, II, 219, 221 .
Storey, Wilbur F., III, 337.
Stowe, Harriet Beecher, III, 367.
Stoughton, William L., IV, 31, 51.
Stout, Byron G., III, 407; IV, 154.
Stoves, Ranges and Furnaces, Manufacture of, IV, 281-282.
Strang, James Jesse, King Strang, Sketch of, III, 300-302, 304-310.
Strange, Robert, II, 363.
Street Car Strike at Detroit, IV, 227-229.

Striker, Daniel, IV, 61, 106.
Strong, John, IV, 179.
Stuart, Charles E., III, 188, 232-233, 313, 370, 374, 386, 394-395, 399, 454; IV, 117.
Stuart, David, III, 323, 374.
Stuart, Robert H., III, 162, 216, 226.
Sturges, Russell, III, 96-97.
Sulpitians, I, 59-61, 71-113.
Sumner, Charles, III, 377, 397, 402; IV, 118, 120, 122.
Suomi College and Theological Seminary, IV, 263.
Superior, Lake, I, 42, 46-49, 60-66, 104, 183, 200, 203; II, 35, 237, 269; III, 127-128, 131, 327.
Superior, steamboat, II, 267.
Supervisors, Board of, powers and duties, III, 350.
Supreme Court, III, 63, 93-94, elected by people, 318, time of holding sessions, 349.
Sutherland & Crowley, IV, 199.
Sutherland, Jabez G., III, 337.
Sutton, Eli, IV, 250.
Swamp Lands, IV, 47.
Swan, Henry H., IV, 188.
Swan, Lansing S., III, 181.
Swegles, John, III, 347.
Swegles, Jr., John, III, 317.
Symmes, John Cleve, II, 92.

Taggart, Moses, IV, 158, 168.
Talcott, Captain, Surveyor of Talcott Line, II, 296.
Talon, Intendant at Quebec, I, 49-52.
Tappan, Henry Philip, III, 239, 249, see note, 252-256.
Tarbell, Horace S., IV, 133.
Taxation of Church Property, IV, 219-220.
Taxation of Corporations, IV, 232, 245-247.
Taylor, C. H., III, 347.
Taylor, Henry W., III, 188.
Taylor, Walter T., IV, 341.
Taylor, Zachary, II, 342; III, 365; IV, 116.
Teachers' Institute, IV, 333.
Teal, Lake, III, 330-332.
Tecumseh, Indian Chief, II, 156, 163-170, 177, 186, 190, 193-196, 199, 202, 205, 212, 228, 230-231, 235-236, 243, 343; III, 187.
Telegraph, Electric, State Tax, III, 296, incorporation of companies, 348.
Tenny, J. E., IV, 99.
Terre Haute, Ind., II, 165, 167, 169.
Territorial Roads, II, 273, 280-284, 337.
Texas, Resolutions favoring annexation, III, 275.
Thames, Battle of, II, 227, 236, 243-244; III, 187.
Thames, River, II, 163, 190, 192, 235-236.
Theller, E. A., III, 174, 176.
Third U. S. Dragoons, Co. K, III, 203-204.
Thompson, Charles, II, 44.
Thompson, Jacob, III, 402, 429-430.
Thorn, William, I, 346.
Three Rivers, I, 47, 113, 139.
Three Rivers Business Academy and Normal School, IV, 344.
Throop, G. B., III, 291.
Ticonderoga, N. Y., I, 218-219, 222, 227, 233, 235, 237.
Tiffin, Edward, II, 131, 253, 289, 296.
Tigress, schooner, II, 232, 239.
Tippecanoe, Battle of, II, 169-170, 194, 214; III, 187.
Tippecanoe River, II, 164, 167.
Tipton, John, II, 317, 318, 327, 353-356.
Tittibawassee River, III, 185.
Tobacco, Manufacture of, IV, 283.
Toledo, Ohio, II, 179, Court held, 325, 371, 385.
"Toledo War," II, 305-313, 323-324; III, 62, 69, 178, 224.
Toll, Isaac D., III, 203-204.
Tonty, Alphonse de, I, 135, 142, 158, 160, 167, 170-171, 348.
Tonty, Henri de, I, 62-65, 135.
Tonty, Madame de, I, 131, 138-139.
Tonty, Therese de, first white child born in Detroit, I, 142.
Toombs, Robert, IV, 118.
Tracy, Marquis de, I, 48, 114.
Treasury Notes, III, 226-227, destroyed, 265-266.
"Tribe of the Sea," I, 46.
Trolley System, IV, 320-322.
Troutman, Francis, III, 365.
Trowbridge, Charles C., II, 269; III, 142, 169.
Trowbridge, Luther S., IV, 175.
Trowbridge, Stephen V. R., III, 151, 222; IV, 168.
Trumbull, Lyman, IV, 118, 121.
Tucker, William, I, 327, 345.
Tupper, Benjamin, I, 89, 91, 215-216.
Turkey Creek, II, 189, 192.
Turner, James M., IV, 179.
Turner, Stanley W., IV, 215.
Tuscarawas River, II, 94, 161.
Tuscola County, IV, 78, 83, 85.
Twiggs, David E., II, 345.

Union Schools, Development of, III, 242-243.
United States Bank, III, 136-137, 189, 217, 266.
University of Michigan, II, 273, 373-374; III, 61, 146-147, 217, 237-239, 243-250, 263, 273-274; IV, 335-337.
Upper Peninsula, organization of towns, III, 296, 315, 327-334.
Urbana, Ohio, II, 175-176, 215, 265.
Utrecht, Peace of, I, 212.

Vaillant, Jesuit Missionary, I, 81, 135-136, 181.
Valentine, Mrs. J. A., IV, 191.

Van Buren, Martin, II, 319, 327; III, 73, 188, 230, 368-369.
Vandenburgh, Henry, II, 232.
Vanderuil, Philip, de Rigaud, Marquis de, I, 143-144, 158-159, 172, 182, 222, 229, 233, 236, 242, 250.
Van Deusen, E. H., III, 412.
Van Dyke, James A., III, 323, 378.
Van Fossen, John W., III, 217.
Van Horne, Thomas B., II, 193-194.
Van Raalte, Albertus C., IV, 259-261, 341.
Van Renssalear, Solomon, II, 211.
Van Riper, Jacob J., IV, 140, 151.
Van Vleck, John, IV, 341.
Varnum, James M., II, 92.
Vaughan, Victor C., IV, 241.
Vehicles, Manufacture of, IV, 282-283.
Verazzano, Jean, I, 35-36.
Vergennes, Charles Gravier, Count de, II, 39-42.
Verona Mills, IV, 81, 85.
Vincennes, Ind., I, 326-330; II, 86, 164-169.
Visger, Jacob, II, 129.
Volunteer Militia, III, 444.
Voree, City of, III, 301-302.
Voting Machines, IV, 235-236.
Voyages of Columbia, I, 35.

Wabash Country, I, 194.
Wabash River, I, 251, 328; II, 37, 86, 95, 101, 162-167, 237, 245.
Wachtel, Peter B., IV, 179.
Wade, Benjamin F., IV, 118, 120, 122.
Wadsworth, M. E., IV, 66.
Walbridge, David S., III, 317, 382, 385.
Waldo, Dwight B., IV, 335.
Waldron, Henry, III, 385.
Walker, Charles, III, 222, 249.
Walker, Henry N., III, 330-331.
Walk-in-the-Water, Indian Chief, II, 196.
Walk-in-the-Water, steamboat, II, 266.
Walworth, M. H., IV, 199.
War Loan, III, 465.
War of 1812, II, 169, 173, 191, 265; III, 178.
War Relief Fund, III, 465.
Ward, Samuel, III, 296, 333.
Warner, Fred M., IV, 252.
Warren, Joseph, III, 383.
Washington, D. C., II, 154, 212, 266.
Washington, George, I., 215, 217, 229, 231, 329, 331, 354; II, 64, 88-91, 99, 102-105, 118-119, 133, 139, 207.
Washtenaw County, organized, II, 269, 321.
Watkins, G. A., IV, 199.
Watson, Samuel G., III, 331.
Watson, Thomas E., IV, 181.
Wayne, Anthony, I, 359; II, 99, 103-108, 114-115, 118-121, 137, 154, 167-168, 215, 227, 265; III, 187.
Wayne County, II, 128, original boundaries, 129, organized, 268; III, 141; new court house, IV, 221.
Wayne's Legion, II, 107.
Wea Indians, II, 99, 165.
Webber, William L., III, 414; IV, 134, 167.
Weitzel, Godfrey, III, 132.
Welch, Adonijah S., III, 243; IV, 334.
Weld, Isaac, I, 317; II, 132.
Wells and Cook, III, 323.
Wells, Colonel, American officer, II, 218-219.
Wells, Hezekiah G., III, 260, 337.
Wentworth, Alexander, III, 307.
Western State Normal School, IV, 335.
Weston, I. M., IV, 191, 197
Whipple, Charles W., II, 320, 360; III, 77, 80, 93-94, 141, 337.
Whipple, Henry L., III, 195.
White, Peter A., IV, 201.
White Rock, II, 157-158; White Rock City, description of, III, 186; IV, 81.
White River, I, 194.
White William L., IV, 249-251.
Whitehorn, Indian Chief, II, 168.
Whiting, Henry, II, 221.
Whiting, Joseph, III, 238.
Whiting, Justin M., IV, 230.
Whitman, Charles R., IV, 152.
Whittemore, Bernard C., III, 347, 392.
Whittemore, Gideon O., III, 280.
Whittlesey, Charles, I, 49.
Whittlesey, Elisha, II, 354.
Wigfall, Lewis S., IV, 122.
Wildcat Banking, III, 95-105, 272.
Wildey, Edwin A., IV, 252.
Wilkins, Ross, II, 320, 348, 360-361; III, 121-122, 304.
Wilkinson, James M., IV, 215.
Willard, George, IV, 31.
Willcox, Orlando B., III, 442, 453, 458.
Willett, Charles J., IV, 152.
William and Mary's War, I, 211.
Williams, Albert, III, 382; IV, 43.
Williams, Alpheus, III, 174, 331; sketch of, IV, 50-51.
Williams, C. H., IV, 199.
Williams College, I, 217.
Williams, Ephraim, I, 217, 219.
Williams, Gardiner D., III, 85, 209.
Williams, George P., III, 238-239.
Williams, J. C. D., III, 204.
Williams, John R., II, 279, 341, 361; III, 204; IV, 116.
Williamsburg, I, 329.
Willson, John M., II, 347.
Wilmot, David, III, 360, 423.
Wilmot Proviso, III, 360-365, 368, 377, 394.
Wilson, George W., IV, 99.
Wilson, Henry, IV, 118.

Winans, Edward B., IV, 30, 179, 182-183, sketch of, 185-186, 187, 195, 232.
Winchell, Alexander, III, 411; IV, 64-65.
Winchester, James, II, 215-222, 227-228.
Windmill Point, I, 189.
Windsor, Canada, II, 187.
Wing, Austin E., sketch of, II, 273, 308, 313, 325.
Wing, Warner, III, 77, 94, 151, 323.
Winnebago Indians, I, 47.
Winnebago Lake, I, 53.
Winnemac, Indian Chief, II, 168.
Wisconsin, II, 46, 48, 50, 172.
Wisconsin River, I, 48, 43-54.
Wisner, George S., III, 77.
Wisner, Moses, III, 382, 384-385, 399-400, 414-415, sketch of, 416, 435, 456; IV, 64.
Wiswell, Oliver, II, 129-130.
Witherell, B. F. H., III, 162, 222, 274, 331, 337.
Witherell, James, II, 293, 348; III, 97.
Withey, Solomon L., IV, 30.
Wolf River, I, 53.
Wolfe, James, I, 227, 233, 235-242.
Wolverines, II, 325.
Woman Suffrage, IV, 172-173.
Wood, A. A., III, 199.
Woodbridge, William, II, 261, 269, 280, 297-298, 320, 347, sketch of, 348; III, 70, 130, 141, 151, 163, 167-168, 171, 186, 189, 193-194, 209-212, 221, 223, 228, 232-233, 259, 261; IV, 94, 117.
Woodford, Stewart L., IV, 239.
Woodman, David, IV, 140.
Woodman, Jonathan J., IV, 61, 101, 197.
Woodward, Augustus B., II, 145, 152-153, 293, 339, 347, 373; III, 96-97, 425.
"Woodward Code," II, 153.
World's Columbian Exposition, IV, 191-205.
Wright Charles E., IV, 66, 139.
Wright, Silas, II, 329, 356-357.
Wyandots, Indians, I, 247, 265, 277, 282-283; II, 49, 88, 99, 114, 157, 161, 177, 245-246.
Wyley, Ann, I, 325.

"Yankee Hall," I, 335.
Yaple, George L., IV, 267.
Yates, Peter W., II, 79.
Young, Brigham, III, 302.
Ypsilanti, II, 371; III, 109, incorporated as a city, 411.
Ypsilanti and Tecumseh Railroad Company, III, 147.
Ypsilanti Union Seminary, III, 243, 275.

Zeisberger, David, I, 341-344.